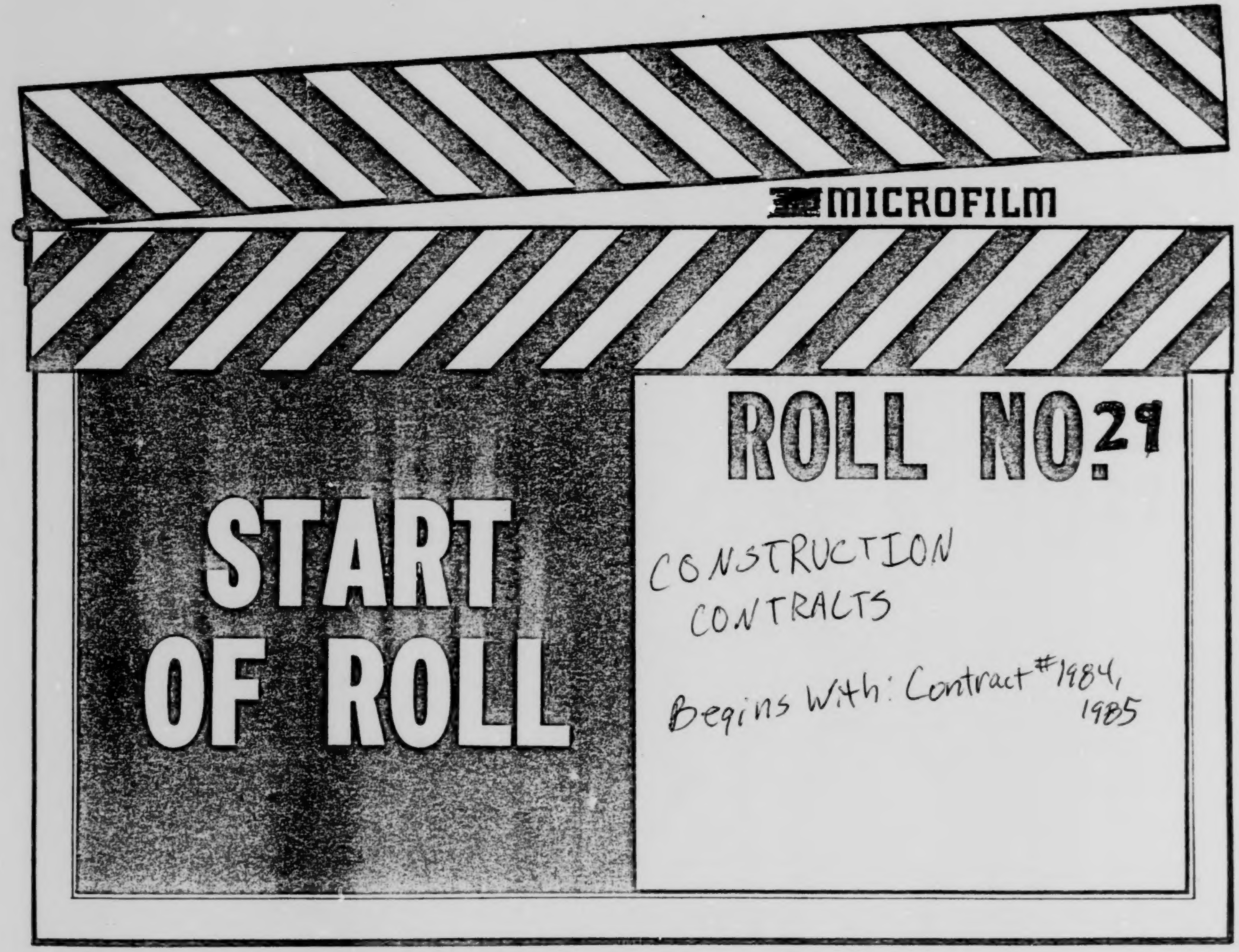

MICROFILM

START OF ROLL

ROLL NO. 29

CONSTRUCTION
CONTRACTS

Begins With: Contract #1984,
1985

CONTRACT# [redacted] 1984,1985

FLH 3-E Jordan Cr. Sec., I.O.N. Hwy. 1937
1985 " " Bridges
#1984 Folder # 1

RECEIVED
JAN. 3 1938
FOR FILING

#1284

3 E

December 28, 1937

Hon. Earl Snell
Secretary of State
BUILDING

Dear Sir:

This acknowledges receipt of your letter of December 27, 1937, enclosing three copies of a notice of claim by Goodrich Silvertown Stores for [illegible] against Consolidated Highway Company, Inc., for automotive parts and labor furnished in connection with the performance of State Highway Commission Contract No. 1984, for the construction of the East Unit, Jordan Creek Section, of the I.O.N. Highway, in Malheur County.

We are making note of this claim in our records of this job and forwarding copies of the notice to the contractors and their surety, the United States Fidelity & Guaranty Company.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

REFERRED TO McFarland
BY SECRETARY

December 28, 1937

UNITED STATES FIDELITY & GUARANTY COMPANY
McCollister & Campbell, General Agents
300 Central Building
Seattle, Washington

Gentlemen:

We have received from the Secretary of State three copies of a notice of claim by Goodrich Silvertown Stores for $906.00 against Consolidated Highway Company, Inc., for automotive parts and labor furnished in connection with the performance of State Highway Commission Contract No. 1984 for the construction of the East Unit, Jordan Creek Section of the I.O.N. Highway, in Malheur County.

Inasmuch as you are the surety named by the contractors on this job, we are sending you herewith one of these notices of claim for your information and attention.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

cc - Consolidated Highway Company, Inc.
Box 5061 Kenton Station, Portland

Walter F. Cline, Local Agent
Board of Trade Building, Portland

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

December 27, 1937

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files three copies of a notice of claim by Goodrich Silvertown Stores for $695.60 against the bond taken from Consolidated Highway Company, principal, and U. S. Fidelity & Guarantee Company, surety, for work on the Jordan Valley Highway Job #1984, which was received and filed in this office on December 23rd.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell
Secretary of State

S:FM
encs.3

REFERRED TO
Mrs Lewis
BY SECRETARY

prepare usual letter

COPY

GOODRICH SILVERTOWN STORES
of the B. F. Goodrich Company
Union Ave. and S. E. Stark St. Portland, Oregon

December
21st
1937

To - The State of Oregon

Notice is hereby given that the undersigned, Goodrich Silvertown Stores of the B. F. Goodrich Company, has a claim for tires, tubes, batteries, brake lining and minor miscellaneous automotive parts and labor, in the sum of Six Hundred Ninety Five and 60/100 Dollars ($695.60) against the bond taken from the Consolidated Highway Company and the United States Fidelity and Guarantee Company, for the work of the Jordan Valley Highway Job #1984.

F. W. Barcus
Credit-Operating Mgr.

Endorsed: File No. 2744
Filed December 23, 1937
EARL SNELL
Secretary of State

RECEIVED
JAN 3 1938
FOR FILING

#1984

3-E

December 28, 1937

Hon. Earl Snell
Secretary of State
BUILDING

Dear Sir:

This acknowledges receipt of your letter of December 27, enclosing three copies of a notice of claim by Roy C. Davidson Company for $97.40 against Consolidated Highway Company, Inc., for repairs to equipment, including both parts and labor, in connection with the performance of State Highway Commission Contract No. 1984 for the construction of the East Unit, Jordan Creek Section of the I.O.N. Highway.

We are making note of this claim in our records of this job and forwarding copies of the notices to the contractors and their surety, the United States Fidelity & Guaranty Company.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MHL

REFERRED TO McFarland
BY SECRETARY

December 28, 1937

UNITED STATES FIDELITY & GUARANTY COMPANY
McCollister & Campbell, General Agents
200 Central Building
Seattle, Washington

Gentlemen:

We have received from the Secretary of State three copies of a notice of claim by Roy C. Davidson Company for $97.40 against Consolidated Highway Company, Inc., for repairs to equipment, including both parts and labor, in connection with the performance of State Highway Commission Contract No. 1984 for the construction of the East Unit, Jordan Creek Section, of the I.O.N. Highway, in Malheur County.

Inasmuch as you are the surety named by the contractors on this job, we are sending you herewith one of these copies of notice of claim, for your information and attention.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

cc - Consolidated Highway Company
Box 8661 Kenton Station, Portland

Walter F. Cline, Local Agent
Board of Trade Building, Portland

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

December 27, 1937

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B.Glaisyer, Secretary

There are enclosed for your information and files three copies of a notice of claim by Roy C. Davidson Company for $97.40 against the bond taken from Consolidated Highway Company, Inc., principal, and U. S. Fidelity & Guaranty Company surety, for work on the East Unit, Jordan Creek Section of the I.O. N. highway which was received and filed in this office today.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell
Secretary of State

S:FM
encs. 3

REFERRED TO
Mrs Lewis
BY SECRETARY

prepare usual letters

COPY

ROY C. DAVIDSON CO.

Ford and Lincoln-Zephyr

11th and Front Streets

Boise, Idaho

December 22, 1937

Secretary of State
Salem, Oregon

Dear Sir:

This letter is to acquaint you with our claim in the amount of $97.40, against the Consolidated Highway Company, Inc., with reference to their contract west of Jordan Valley in Malheur County.

Notice is hereby given that the undersigned, Roy C. Davidson Company, has a claim for repairs to equipment, including both parts and labor, in the sum of $97.40, against the bond taken from Consolidated Highway Company, Inc.b y the United States Fidelity & Guaranty Company, for the work of constructing 16.46 miles grading on East Unit, Jordan Creek Section of I.O.N. Highwa y.

We are giving you this information on the advise of Oregon State Highway Commission, to whom we first wrote concerning our claim.

The Consolidated Highway Company has promised payment of this bill, but to date we have been unable to collect the amount and are therefore filing this claim, prior to completion of their contract on this section of highway.

Yours very truly,

ROY C. DAVIBSON CO.

By Lu Gillette
Bookkeeper

LRG:a

Endorsed: File No. 2745
Filed December 27, 1937
EARL SNELL
Secretary of State

RECEIVED
DEC 27 1937

ROY C. DAVIDSON CO.

FORD AND LINCOLN-ZEPHYR

PHONE 309

11TH AND FRONT STREETS

BOISE, IDAHO

3 E

RECEIVED
1937
STATE HIGHWAY COMMISSION

December 22, 1937

Oregon State Highway Commission
Salem, Oregon

Attention: H. B. Geam

Gentlemen:

This acknowledges receipt of your letter of December 20, with reference to our account against the Consolidated Highway Company.

We are today filing our claim with the Secretary of State.

Thank you very much for the information you gave us.

Yours very truly,

ROY C. DAVIDSON CO.

BY Argie Ashenfelter
Stenographer

NOTED

FORM 2-E-1 4M 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

#1985

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

December 20, 1937

3-E

Mr. H. B. Glaisyer
Secretary
Office

Dear Sir:

For your information J. F. Johnston completed work on Contract 1985 on December 11, 1937. Will you please secure authority from the Commission to pay the final estimate on this job.

We are contacting the contractor with regard to the time extension necessary.

Very truly yours,

G. S. Paxson
Bridge Engineer

By

W. A. Reeves
Office Engineer

CAG DK
cc W. A. Reeves

[illegible]
1/7/38

#1984

RECEIVED
DEC 20 1937
FOR FILING

3-2

December 20, 1937

United States Fidelity & Guaranty Co.,
McCollister and Campbell, General Agts.,
Central Building
Seattle, Washington

Gentlemen:

The State Highway Commission has today received a letter from Roy C. Davidson Company of Boise, Idaho, to the effect that the Consolidated Highway Company, Inc., owes them a balance of $97.40 as of December 16, 1937. This claim represents repairs to the contractor's equipment, purchase of new equipment, et cetera.

The foregoing information is given you inasmuch as you appear as surety on the bond furnished in connection with the job on which this claim was incurred, which is the grading contract on the East Unit, Jordan Creek Section of the I.O.N. Highway in Malheur County, Contract No. 1984.

Yours very truly,

Secretary

HBG:MC

cc - Walter F. Cline
Board of Trade Bldg.,
Portland, Oregon

Consolidated Highway Co., Inc.,
Box 5661, Kenton Station
Portland, Oregon

December 20, 1937.

Roy C. Davidson Co.,
11th and Front Streets
Boise, Idaho.

Attention: La Gillette, Bookkeeper

Gentlemen:

This acknowledges receipt of your letter of December 16 advising us of your account against Consolidated Highway Company, Inc. We note that your claim was in the amount of $270.32 but you have since received payment of $172.92, leaving a balance of $97.40 still due you.

You did not give us any idea of the job your claim is against but we presume it is their contract west of Jordan Valley in Malheur County. This is State Highway Contract No. 1984 and is described as follows: 16.46 miles grading on East Unit, Jordan Creek Section of I.O.N. Highway.

The contractor was required to furnish the State a surety bond for the protection of claims which bond was written by the United States Fidelity & Guaranty Company for whom Walter F. Cline is the local agent with offices in the Board of Trade Building, Portland, and McCollister and Campbell are the general agents with offices in the Central Building, Seattle, Washington. I would suggest that you make demand on the bonding company for the payment of your claim. Would also suggest that you file notice thereof with the Oregon Secretary of State in accordance with Chapter 280, Oregon Laws of 1931, a mimeographed copy of which is enclosed.

The filing of your claim with the Secretary of State is required in order to hold the bond responsible and liable subsequent to the expiration of a period of six months from the date of completion of the project and acceptance thereof by the State Highway Commission. This job has not yet been completed.

If your claim was incurred against some other project, please let me know and I will be glad to furnish corresponding information concerning that job.

Yours very truly,

HBG:MC

Secretary

Ford

ROY C. DAVIDSON CO.

FORD AND LINCOLN-ZEPHYR

PHONE 306

11TH AND FRONT STREETS

BOISE, IDAHO

RECEIVED
20 1937
[illegible]
STATE HIGHWAY COMMISSION

December 16, 1937

State of Oregon
Department of Highways
Salem, Oregon

Gentlemen:

This letter will serve as a claim through your office for our account with the Consolidated Highway Construction Company.

Through various charges, repairs to equipment and purchase of new equipment, they now owe us $270.32.

270.32
172.92
97.40 balance

We have been informed that the bonding company has taken over all direct supervision of the accounts, and we presume that this is the proper procedure to acquaint your department with outstanding bills against the company.

If additional information is necessary, please advise.

Yours very truly,

ROY C. DAVIDSON CO.

BY
Bookkeeper

LRG:a

Note - At this writing we have just received a check for $172.92.

ANSWERED
H. B. G.

RECEIVED
DEC 20 1937
FOR FILING
3-E

#1984

December 18, 1937

United States Fidelity & Guaranty Co.
McCollister & Campbell, General Agents
300 Central Building
Seattle, Washington

Gentlemen:

The State Highway Commission has today received a notice from the Secretary of State advising of the claim of the Factory Motor Car Company against the Consolidated Highway Company, Inc., for labor and materials expended in the repair of equipment used by the company in connection with its contract for the construction of the East Unit, Jordan Creek Section of the I.O.N. Highway in Malheur County, State Highway Contract No. 1984.

A copy of this claim is inclosed for your information. This is being sent to you inasmuch as you appear surety on the bond furnished by the contractor in connection with this job.

Very truly yours,

Secretary

AM

cc - Walter F. Cline
Board of Trade Bldg.
Portland, Oregon

cc - Consolidated Highway Co.
5661 Kenton Station
Portland, Oregon

December 18, 1937

Honorable Earl Snell
Secretary of State
Building

Dear Sir:

This acknowledges receipt of your letter of December 17, 1937, with attached copies of notice of claim which has been filed by the Factory Motor Car Company against the bond taken from the Consolidated Highway Company, Inc., in connection with State Highway Commission Contract No. 1984, which was awarded to the Consolidated Highway Company, Inc., for the construction of the East Unit, Jordan Creek Section of the I.O.N. Highway, in Malheur County.

I note in your letter that you refer to this job as the Jordan Valley Highway in Wallowa County, Contract No. 1984, whereas it should be the East Unit, Jordan Creek Section of the I.O.N. Highway in Malheur County, Contract No. 1984.

In accordance with our usual practice we are today sending copies of this notice to the contractor and the surety.

Very truly yours,

Secretary

HBG:AM

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
[illegible] 1937
OREGON
STATE HIGHWAY COMMISSION

December 17, 1937

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer

There are enclosed for your information and files, three copies of a notice of claim by Factory Motor Car Co. for $46.52 against the bond taken from Consolidated Highway Co. Inc., principal, and U. S. Fidelity & Guaranty Company, surety, for work on the Jordan Valley Highway in Wallowa County, State Highway contract No. 1984, which was received and filed in this office today.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell
Secretary of State

S:FM
enc. 3

COPY

NOTICE

THE STATE OF OREGON,
OREGON STATE HIGHWAY COMMISSION,
UNITED STATES FIDELITY & GUARANTY COMPANY.

Notice is hereby given that the undersigned, E. J. Blaser and V.C. Unden, paryners, doing business as Factory Motor Car Co., in Portland, Multnomah County, State of Oregon, have a claim for labor and materials expended in the repair of equipment used by the Consolidated Highway Co. Inc., in the construction of the Jordan Valley Highway, in the sum of Forty-six and 52/100 ($46.52) Dollars, against the bond taken from the Consolidated Highway Co. Inc., as principal, and the United States Fidelity & Guaranty Company, as surety, for the work of construction of the Jordan Valley Highway in Wallowa County, State of Oregon; state highway contract No. 1984.

Dated this 14th day of December, 1937.

FACTORY MOTOR CAR CO.

By: E. J. Blaser
Prop.

Distribution:

1. Secretary of State,
   Salem, Oregon.

2. State Highway Commission,
   Salem, Oregon.

3. United States Fidelity & Guaranty Company,
   306 Central Building,
   Seattle, Washington.

4. Consolidated Highway Co. Inc.,
   1628 N. Columbia Blvd.,
   Portland, Oregon

Endorsed: File No. 2742
Filed December 17, 1937
EARL SNELL,
Secretary of State

#1984

DEC 18 1937
FOR FILING
3-E

December 17, 1937

UNITED STATES FIDELITY & GUARANTY COMPANY
Walter F. Cline, Local Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

We are in receipt of the attached notice from Factory Motor Car Company of their claim against Consolidated Highway Company, Inc., in the sum of $46.52 in connection with the construction of the East Unit, Jordan Creek Section of the I.O.N. Highway, in Malheur County, State Highway Contract No. 1984.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

cc - Consolidated Highway Company
Box 5661 Kenton Station, Portland

Walter F. Cline
Board of Trade Building, Portland

RECEIVED
DEC 17 1937
OREGON
STATE HIGHWAY COMMISSION

NOTICE

THE STATE OF OREGON,
OREGON STATE HIGHWAY COMMISSION,
UNITED STATES FIDELITY & GUARANTY COMPANY.

Notice is hereby given that the undersigned, E. J. Blaser and V. C. Unden, partners, doing business as Factory Motor Car Co., in Portland, Multnomah County, State of Oregon, have a claim for labor and materials expended in the repair of equipment used by the Consolidated Highway Co. Inc., in the construction of the Jordan Valley Highway, in the sum of Forty-six and 52/100 ($46.52) Dollars, against the bond taken from the Consolidated Highway Co. Inc., as principal, and the United States Fidelity & Guaranty Company, as surety, for the work of construction of the Jordan Valley Highway in Wallowa County, State of Oregon; state highway contract No. 1984.

Dated this 14th day of December, 1937.

FACTORY MOTOR CAR CO.

By: E. J. Blaser
Prop.

Distribution:

1. Segretary of State,
   Salem, Oregon.

2. State Highway Commission,
   Salem, Oregon.

3. United States Fidelity & Guaranty Company,
   306 Central Building,
   Seattle, Washington.

4. Consolidated Highway Co. Inc.,
   1628 N. Columbia Blvd.,
   Portland, Oregon.

NOTICE.

#1984

RECEIVED
DEC 18 1937
FOR FILING

3-E

December 17, 1937

Hon. Earl Snell
Secretary of State
BUILDING

Dear Sir:

This acknowledges receipt of your communication of December 16 enclosing a copy of a lettter from the State Industrial Accident Commission advising that their claim for $4488.07 against the Consolidated Highway Company, Inc., has been satisfied.

We have noted this settlement in our records of this job and have notified the surety of the same.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
BY

Secretary

[illegible]

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
17 1937
STATE HIGHWAY COMMISSION

December 16, 1937

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There is enclosed for your information and files a copy of a letter from the State Industrial Accident Commission advising that their notice of claim for $4488.07 against the bond taken from Consolidated Highway Co. Inc. has been satisfied.

Yours very truly,

Earl Snell
Secretary of State

S:FM
enc. 1

REFERRED TO
SECRETARY

COPY

STATE INDUSTRIAL ACCIDENT COMMISSION

Salem, Oregon

December 15, 1937

Firm No. 80038

Honorable Earl Snell
Secretary of State
BUILDING

Dear Sir:

Under date of October 22, 1937, you were informed by the Commission that the Consolidated Highway Co., Inc. was indebted to the State Industrial Accident Fund $4488.07.

We are pleased to be able to inform you that this indebtedness has been paid and that the company's account as audited to August 31, 1937, is in good standing.

Very truly yours

Robt Brennan
ROBT. BRENNAN

Assistant to Attorney for
STATE INDUSTRIAL ACCIDENT COMMISSION

RB:ab

#1984

RECEIVED
DEC 18 1937
FOR FILING

3E

December 16, 1937

Mr. Robert Brennan
Assistant to Attorney for
STATE INDUSTRIAL ACCIDENT COMMISSION
BUILDING

Dear Sir:

This acknowledges receipt of your letter of December 15 notifying this office of the settlement of the claim of the State Industrial Accident Commission against Consolidated Highway Company, Inc., amounting to $4488.07, putting the company's account in good standing to August 31, 1937.

We have noted this settlement in our records.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

December 17, 1937

UNITED STATES FIDELITY & GUARANTY COMPANY
McCollister & Campbell, General Agents
200 Central Building
Seattle, Washington

Gentlemen:

We are in receipt of a letter from the office of the Secretary of State and also one from the State Industrial Accident Commission giving notice to the effect that the claim of the State Industrial Accident Commission against the Consolidated Highway Company, Inc., in the sum of $4488.07 has been paid in full, placing the company's account as audited to August 31, 1937, in good standing.

However, it should be noted that the company is in arrears for the months of September, October, and November, no contributions having been forthcoming for that period.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

ME.

cc - Consolidated Highway Company
Box 5661 Kenton Station
Portland

cc - Walter F. Cline
Board of Trade Building
Portland

RECEIVED
DEC 16 1937
OREGON
STATE HIGHWAY COMMISSION

STATE INDUSTRIAL ACCIDENT COMMISSION
WORKMEN'S COMPENSATION LAW
SALEM, OREGON

A. R. HUNTER
T. MORRIS DUNNE
J. C. JOY
COMMISSIONERS

FIRM DEPARTMENT
LESTER A. STARK
ATTORNEY

December 15, 1937

Firm No. 80058

Oregon State Highway Commission
BUILDING

Attention: Mr. James McFarland.

Gentlemen: Re: Consolidated Highway Co., Inc.

We are enclosing herewith copy of a letter addressed to the Secretary of State today. It is self-explanatory.

No contributions have been forthcoming from the Consolidated Highway Co., Inc. for the months of September, October and November.

We expect to secure an audit of the firm's payroll shortly after the first of the year and will probably be again obliged to take up the account with the United States Fidelity and Guaranty Company.

Very truly yours

Robt. Brennan

ROBT. BRENNAN

Assistant to Attorney for
STATE INDUSTRIAL ACCIDENT COMMISSION

RB:ab

Enc.

INDUSTRIAL ACCIDENT COMMISSION
SALEM, OREGON

FORM 66 10M 6 37

COPY

December 15, 1937

Firm No. 30058

Honorable Earl Snell
Secretary of State
BUILDING

Dear Sir:

Under date of October 22, 1937, you were informed by the Commission that the Consolidated Highway Co., Inc. was indebted to the State Industrial Accident Fund $4486.07.

We are pleased to be able to inform you that this indebtedness has been paid and that the company's account as audited to August 31, 1937, is in good standing.

Very truly yours

ROBT. BRENNAN

Assistant to Attorney for
STATE INDUSTRIAL ACCIDENT COMISSION

RB:ab

#1984

RECEIVED
DEC 17 1937
FOR FILING
3 - E

December 16, 1937

Mr. E. F. King, Manager,
E. I. Du Pont De Nemours & Co.,
1110 Hoge Building,
Seattle, Washington.

Dear Sir:

Reference is made to your letter of December 15th concerning the Consolidated Highway Company, Inc., Contract No. 1984, East Unit, Jordan Creek Section of the I. O. N. Highway in Malheur County.

You are advised that this contract was approximately 56% complete on November 10th. The date of completion is Feb, 28, 1938.

The bond furnished in connection with the contract was written by the United States Fidelity & Guaranty Company for whom Walter F. Cline who has offices in the Board of Trade Building, Portland, Oregon, is resident agent.

The amount of claims on file at the present time against this contract is $3,368.88.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FORM EX-1200

DU PONT
REG. U. S. PAT. OFF.
ESTABLISHED 1802
E. I. DU PONT DE NEMOURS & COMPANY
INCORPORATED
1110 HOGE BUILDING
SEATTLE, WASHINGTON

EXPLOSIVES DEPARTMENT

#1984

RECEIVED
16 1937
OREGON
STATE HIGHWAY COMMISSION

Seattle, Washington
December 15, 1937

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Consolidated Highway Co., Portland, Oregon
Contract for 16.46 miles Grading Highway
Last Unit, Jordan Creek Section,
Malheur County, Oregon.

Will you kindly give us the following information in connection with the above contract:

1. Date of completion and if completed, the date same was accepted.

2. Number of Contract.

3. Name of Surety Company and address of its agent.

4. The amount of claims filed against the work, if any.

Thanking you for the above information, we are,

Very truly yours,

E. F. KING, MANAGER

F. A. Flagler

BY

#19845 Nov. 10
E - $53,080.05
R. $7,101.93
B - $45,978.15

FAF/aew

REFERRED TO
Jim
BY SECRETARY
prepare reply

#1984

RECEIVED
DEC 11 1937
FOR FILING
3-E

December 10, 1937

GRAHAM & BIGHAM
CASH BAZAR, INC.
Boise, Idaho

Attention Harry [illegible]. Bigham, President

Gentlemen:

Reply is made to your letter of December 8, with regard to the Consolidated Highway Company, Inc. We note that you have a claim against this company for merchandise sold to them and delivered to their camp at Jordan Valley, Oregon, although you do not state the amount of the claim.

The State Highway Commission awarded a contract to the Consolidated Highway Company, Inc., on June 1, 1937, for the construction of the Eas[illegible]nit, Jordan Creek Section of the I.O.N. Highway, being State Highway Commission Contract No. 1984. In connection with this contract, the Consolidated Highway Company furnished the State of Oregon a surety bond for the protection of claims, which bond we offer to you for the protection of your account. The bond was written by the U. S. Fidelity & Guaranty Company, for whom Walter F. Cline is local agent, with offices in the Board of Trade Building, Portland, and McCollister & Campbell are general agents, with offices at 300 Central Building, Seattle, Washington. Would suggest that you make demand on the bonding company for the payment of your account. Would also suggest that you file notice of your claim with the Oregon Secretary of State, in accordance with the provisions of Chapter 280, Oregon Laws 1931, mimeographed copy of which is enclosed.

It is necessary that you do this in order to hold the bond responsible and liable subsequent to the expiration of a period of six months from the date of completion of the project and acceptance of the same by the State Highway Commission. In the event that you secure no satisfaction from the bonding company or from the contractor, it will then be necessary for you to take legal action.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

HBG:MBL

December 10, 1937

UNITED STATES FIDELITY & GUARANTY COMPANY
McCollister & Campbell, General Agents
800 Central Building
Seattle, Washington

Gentlemen:

The State Highway Commission has today received information from Graham & Bigham, Cash Bazar, Inc., Boise, Idaho, to the effect that the Consolidated Highway Company, Inc., is indebted to them for merchandise furnished and delivered to the Jordan Valley project in connection with State Highway Contract No. 1984 for the construction of the East Unit, Jordan Creek Section of the I.O.N. Highway. The amount of the claim was not stated.

This information is given you inasmuch as the United States Fidelity & Guaranty Company wrote the bond which was furnished by the contractor in connection with this job.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MM.

cc - Walter F. Cline
Board of Trade Building, Portland

Consolidated Highway Company, Inc.
Box 5661 Kenton Station, Portland

GRAHAM-BIGHAM
Cash Bazar
BOISE, IDAHO

Dec. 8, 1937.

RECEIVED
DEC 10 1937
OREGON
STATE HIGHWAY COMMISSION

State Highway Department
State of Oregon
Salem, Oregon

Gentlemen:

May we have the status on the Consolidated Highway Company, 517 Henry Building, Portland, Oregon, who are as we understand building a section of a highway in Oregon near Jordan Valley.

They are indebted to us for a considerable amount for merchandise we delivered to their camp in Jordan Valley, Oregon.

We would like to have some information as to where we might receive payment of this account, and we would appreciate any information you may let us have.

Enclosed find our stamped envelope for your reply.

Thanking you, we are,

Very truly yours,

GRAHAM & BIGHAM
CASH BAZAR, INC.

HTB:M

BY: Harry T Bigham
PRESIDENT.

ANSWERED
H. B. G.

Secretary

cc - Consolidated Highway Company
Box 5661, Kenton Station, Portland

Walter F. Cline
Board of Trade Building, Portland

[illegible]

December 4, 1937

UNITED STATES FIDELITY & GUARANTY COMPANY
McCollister & Campbell, General Agents
200 Central Building
Seattle, Washington

Gentlemen:

We have received from the office of the Secretary of State notice of claim by Alfred Whited, in the sum of $162.92, against Consolidated Highway Company, Inc., for lumber and hauling in connection with the construction of the East Unit, Jordan Creek Section, of the I.O.N. Highway, in Malheur County, being State Highway Commission Contract No. 1984.

Inasmuch as you are the surety named by the contractors on this job, we are sending you, for your information and attention, copy of this notice of claim.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

cc - Consolidated Highway Company
Box 5661, Kenton Station, Portland

Walter F. Cline
Board of Trade Building, Portland

[illegible]

3E

COPY

December 2, 1937

Hon. Earl Snell
Secretary of State
BUILDING

Dear Sir:

This acknowledges your two letters of November 30, enclosing three copies of each of the following claims against Consolidated Highway Company, Inc.:

> Denn-Gerretsen Company, for $1101.21, for materials furnished in connection with the construction of the North Roseburg Section of the Pacific Highway, in Douglas County; (Contract No. 1951.) 78-7
>
> Alfred Whited, for $162.92, in connection with the construction of the East Unit, Jordan Creek Section of the I.O.N. Highway, in Malheur County; (Contract No. 1984.) 3-E

We have noted these claims in our records of these jobs and are forwarding copies of the same to the contractors and to their surety, United States Fidelity & Guaranty Company.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

#1984

3E

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
DEC 2 - 1937
OREGON
STATE HIGHWAY COMMISSION

November 30, 1937

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files three copies of a notice of claim by Alfred Whited for $162.92 against the bond taken from U. S. Fidelity & Guaranty Company, surety, for work on the East Unit of Jordon Creek Section of the I. O. N. Highway, contract No. 1984 which was filed in this office today. Mr. Whited advises that the claim is against Consolidated Highway Company but this information is not contained in the notice.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell
Secretary of State

S:FM
encs 3

Mrs Lewis
prepare usual letters

COPY

ALFRED WHITED SAWMILL
LUMBER

Unity, Oregon

November 29, 1937

To the Secretary of State of the State of Oregon:

Notice hereby is given that the undersigned Alfred Whited has a claim for lumber and hauling in the sum of $162.92 plus the interest at 8% from thirty days after lumber was delivered until paid, against the bond taken from the United States Fidelity & Guaranty Company for whom Walter F.Cline is local agent, Board of Trade Bldg., Portland, Oregon, for the work of grading the East Unit of Jordon Creek Section of the I. O. N. Highway, State Highway Contract No. 1984.

Signed ALFRED WHITED

Endorsed: File No. 2737
Filed November 30, 1937
EARL SNELL
Secretary of State

RECEIVED
NOV 22 1937
FOR FILING
3.E

November 20, 1937

Hon. Earl Snell
Secretary of State
BUILDING

Dear Sir:

This acknowledges receipt of your letters of November 18 and 19 enclosing three copies of each of the following notices of claim against the Consolidated Highway Company, Inc.:

1. J. C. Compton, for rent of a roller and asphalt retort in connection with work on the Toledo-Simpson Creek Section of the Corvallis-Newport Highway, in Lincoln County, in the sum of $505.00 (Contract No. 1851) #1851 150-E
2. J. C. Compton, for rent of an asphalt retort in connection with work on the Rock Creek-Wallowa Section of the Wallowa Lake Highway, in the amount of $272.50 (Contract No. 1929) #1929 40-D
3. Helm & Yturri, for supplies and provisions furnished in connection with work on the East Unit, Jordan Creek Section of the I.O.N. Highway, in Malheur County, in the sum of $2629.00 (Contract No. 1984) #1984 3-E

We have noted these claims in our records of these jobs and are forwarding a copy of each to the contractors and to the surety on their bonds, the U. S. Fidelity & Guaranty Company.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
NOV 20 1937
OREGON
STATE HIGHWAY COMMISSION

November 19, 1937

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H.B. Glaisyer, Secretary

There are enclosed for your information and files three copies of a notice of claim by Helm & Yturri for $2629.09 against the bond taken from Consolidated Highway Company, principal, and U. S. Fidelity & Guaranty Company, surety, for work on the Idaho-Oregon-Nevada Highway in Malheur County, Oregon, which was received from P. J. Gallagher, Attorney, Platt Building, Portland, Oregon, and filed today.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell

Secretary of State

S:FM
encs. 3

REFERRED
Mrs Lewis
SECRETARY
usual letters

COPY

TO THE STATE HIGHWAY COMMISSION OF THE STATE OF OREGON AND TO EACH OF THE MEMBERS THEREOF:

Notice is hereby given that the undersigned, W. R. Helm and Domingo Yturri, a co-partnership, transacting business as Helm & Yturri, Jordan Valley, Oregon, has a claim for goods, wares and merchandise, including groceries, building material, food-stuffs and provisions furnished in the sum of $2629.09, against the bond taken from the Consolidated Highway Company and the United States Fidelity and Guaranty Company, as surety on said bond, for the work involved in the construction of that certain highway known as the Idaho-Oregon-Nevada Highway now being constructed in the vicinity of Jordan Valley in Malheur County, Oregon.

Helm & Yturri

Dated this 18th day of November, 1937

By W. R. Helm

REFERRED

McFarland

#1984

FORM [illegible] 10-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

3-E

November 19, 1937

Consolidated Highway Company,
Box 5661 Kenton Station,
Portland, Oregon.

United States Fidelity & Guaranty Co.,
Board of Trade Building,
Portland, Oregon.

Gentlemen:

This is to advise you that there has been served on the State Highway Commission a notice of a claim by Wm. Helm and Domingo Yturri, a copartnership transacting business as Helm & Yturri, Jordan Valley, Oregon, which claim is for goods, wares and merchandise and other materials furnished the Consolidated Highway Company in the sum of $2,620.00.

Will you please give this claim the attention it merits and let me have a letter stating your attitude with respect to the claim and when it will be paid, so that I may transmit the information to the claimants and so that I may likewise advise the Highway Commission?

Yours very truly,

JMD:PW

J. M. DEVERS

cc H. B. Glaisyer

NOTED
H B GLAISYER

McCallister & Campbell
302 Central Building,
Seattle, Washington.

McFarland

#1984

RECEIVED
NOV 18 1937
FOR FILING
3-E

November 16, 1937

Fish Lumber Company

Ironside, Oregon

Gentlemen:

This acknowledges your letter of the 12th instant advising us of your claim in the amount of $579.79 against the Consolidated Highway Company, Inc., for materials furnished that company in connection with its contract with the State Highway Commission at Jordan Valley, in Malheur County.

The job to which you refer is known as State Highway Contract No. 1984 and is for grading the East Unit of the Jordan Creek Section of the I.O.N. Highway. The Consolidated Highway Company furnished a bond in connection with this job for the protection of claims. This bond was written by the United States Fidelity & Guaranty Company for whom Walter F. Cline is local agent with offices in the Board of Trade Building, Portland, and McCollister and Campbell are general agents with offices in Room 300 Central Building, Seattle, Washington. We offer this bond to you for the protection of your claim and would suggest that you file your claim with the agent of the bonding company. I would also suggest that you file your claim with the Secretary of State in accordance with the provisions of Chapter 280, Oregon Laws for 1931, a mimeographed copy of which is inclosed. Such procedure is to protect your claim subsequent to the expiration of a period of six months from date of completion of the contract and acceptance of the same by the State Highway Commission.

In accordance with our usual practice we are today bringing your claim to the attention of the bonding company and the contractor and trust that you will secure satisfaction in the near future.

Very truly yours,

HBG:AM

Secretary

November 16, 1937

United States Fidelity & Guaranty Co.
McCollister & Campbell, General Agents
300 Central Building
Seattle, Washington

Gentlemen:

The State Highway Commission today received a notice of claim from the Fish Lumber Company, Ironside, Oregon, against the Consolidated Highway Company, Inc., in the amount of $579.79 for lumber furnished the company in connection with its contract for grading the East Unit of Jordan Creek Section of the I.O.N. Highway in Malheur County, Contract No. 1984.

This information is being given you inasmuch as you appear surety on the bond furnished by the contractor. Will you please take care of this claim at your earliest convenience.

Very truly yours,

Secretary

HBG:AM

cc- Walter F. Cline
Board of Trade Bldg.
Portland, Oregon

cc - Consolidated Highway Co.
5661 Kenton Station
Portland, Oregon

FISH LUMBER CO.
FRED W. FISH, PROPRIETOR
MANUFACTURERS OF
PONDEROSA PINE, FIR AND LARCH
IRONSIDE, OREGON

RECEIVED
NOV 15 1937
OREGON
STATE HIGHWAY COMMISSION

Nov. 12-37

Oregon State Highway Com.
Salem Ore.

Dear Sirs.

Will you please inform us. how we may collect 579.79 due us on lumber from Consolidated Highway Co. Inc. 517 Henry Bldg Portland Oregon.

This material was furnished on Jordan Valley Oregon project.

Who are their bondsmen?

Are we protected on this account?

Trusting to have your prompt reply,

Yours truly
Fish Lumber Co
Fred W. Fish
prop.

ANSWERED
H. B. G.

#1984

RECEIVED
NOV 18 1937
FOR FILING
3-E

November 16, 1937

Alfred Whited Sawmill

Unity, Oregon

Gentlemen:

This acknowledges your letter of the 12th instant advising us of your claim in the amount of $160 against the Consolidated Highway Company, Inc., for materials furnished that company in connection with its contract with the State Highway Commission at Jordan Valley, in Malheur County.

The job to which you refer is known as State Highway Contract No. 1984 and is for grading the East Unit of the Jordan Creek Section of the I.O.N. Highway. The Consolidated Highway Company furnished a bond in connection with this job for the protection of claims. This bond was written by the United States Fidelity & Guaranty Company for whom Walter F. Cline is local agent with offices in the Board of Trade Building, Portland, and McCollister & Campbell are general agents with offices in Room 300 Central Building, Seattle, Washington. We offer this bond to you for the protection of your claim and would suggest that you file your claim with the agent of the bonding company. I would also suggest that you file your claim with the Secretary of State in accordance with the provisions of Chapter 280, Oregon Laws for 1931, a mimeographed copy of which is inclosed. Such procedure is to protect your claim subsequent to the expiration of a period of six months from date of completion of the contract and acceptance of the same by the State Highway Commission.

In accordance with our usual practice we are today bringing your claim to the attention of the bonding company and the contractor and trust that you will secure satisfaction in the near future.

Very truly yours,

Secretary

HBG:AM

November 16, 1937

United States Fidelity & Guaranty Co.
McCollister & Campbell, General Agents
300 Central Building
Seattle, Washington

Gentlemen:

The State Highway Commission has received a notice of claim filed by Alfred Whited Sawmill, Unity, Oregon, against the Consolidated Highway Company, Inc., for lumber furnished the company in connection with its contract for grading the East Unit of the Jordan Creek Section of the I.O.N. Highway, in Malheur County, Contract No. 1984. The amount of the claim is $160.00.

This information is being given you inasmuch as you appear surety on the bond furnished by the contractor. Will you please take care of this claim at your earliest convenience.

Very truly yours,

HBG:AM

Secretary

cc - Walter F. Cline
Board of Trade Bldg.
Portland, Oregon

cc - Consolidated Highway Co.
5661 Kenton Station
Portland, Oregon

ALFRED WHITED SAWMILL
LUMBER

UNITY, OREGON

RECEIVED
NOV 15 1937
OREGON
STATE HIGHWAY COMMISSION

Nov-12-'37

Dear Sirs:

I am writing for information regarding the Consolidated Highway Co. that has a construction camp near Jordan Valley Ore -

I have been unable to collect for lumber which I sold to them last June - The amount is about 160^{00}

I would like very much to know where their head office is.

If you know any thing about such a company - I would appreciate this information.

Very respectfully

Alfred Whited

FORM [illegible]
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

November 16, 1937

RECEIVED
NOV 16 1937
OREGON
STATE HIGHWAY COMMISSION
IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
NOV 17 1937
FOR FILING
3-3

NOTED
State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. G. S. Paxson, Bridge Engineer

Dear Sir:

I hand you herewith price agreements Nos. 2, 3 and 4 on the Jordan Creek Bridge project. These price agreements are all self-explanatory.

Very truly yours

W. C. WILLIAMS
Division Engineer

[illegible]
enc.
cc R. H. Baldock
cc H. G. Smith

#1984

RECEIVED
NOV 8 1937
FOR FILING
3-8

November 6, 1937

Hon. Earl Snell
Secretary of State
BUILDING

Dear Sir:

This acknowledges receipt of your letter of November 4, enclosing a copy of a letter from the State Industrial Accident Commission advising that $2244.07 has been paid on account of their claim against the Consolidated Highway Company and United States Fidelity & Guaranty Company, leaving a balance due on said claim of $2244.00.

We are advising the surety company and the contractor of the partial settlement of this claim.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible] [illegible]
[illegible]

November 6, 1937

UNITED STATES FIDELITY & GUARANTY COMPANY
McCollister & Campbell, General Agents
300 Central Building
Seattle, Washington

Gentlemen:

We are in receipt of a letter from the office of the Secretary of State, notifying us of the partial settlement of the claim of the Oregon State Industrial Accident Commission against Consolidated Highway Company, Inc., by the payment to said Commission on November 1 of the sum of $2,244.07. This leaves a balance due of $2,244.68 on audits of the company's account to August 31, 1937.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

cc - Consolidated Highway Company, Inc.
Box 5661, Kenton Station, Portland

Walter F. Cline, Resident Agent
Board of Trade Building, Portland

RECEIVED
[illegible] - 1937
OREGON
STATE HIGHWAY COMMISSION

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

November 4, 1937

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

There is enclosed for your information, a copy of alatter from the State Industrial Accident Commission advising that $2244.07 has been paid on account, leaving a balance due of $2244.00, on their claim against the U. S. Fidelity & Guaranty Company.

The notice of claim by the State Industrial Accident Commission For $4488.07 was filed in this office on October 23, 1937.

Yours very truly,

Earl Snell

Secretary of State

S:FM
enc. 1

McFarland

NOTED
H B GLAISYER

COPY

STATE INDUSTRIAL ACCIDENT COMMISSION

SALEM, OREGON

November 3, 1937

Firm No. 80038

Hon. Earl Snell,
Secretary of State,
State Office Building.

Dear Sir: Re: Consolidated Highway Co. Inc.

On November 1, 1937 the State Industrial Accident Commission received from the United States Fidelity and Guaranty Company a check for $2,244.07 for application on the above account. This leaves a balance due the Fund of $2,244.00 on audits of the company's account to August 31, 1937.

This information is furnished you in connection with our noitce to you of unpaid contributions due the State Industrial Accident Fund under date of October 22, 1937.

Very truly yours,

Robt. Brennan
ROB'T BRENNAN

Assistant to Attorney for
STATE INDUSTRIAL ACCIDENT COMMISSION

RB:ht

[illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

#1984

RECEIVED
NOV 8 1937
FOR FILING
3-E

RECEIVED
NOV 8 - 1937
OREGON
STATE HIGHWAY COMMISSION

IN REPLY PLEASE
REFER TO FILE NO.

November 5, 1937

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engr.

Dear Sir:

The Consolidated Highway Company is now making fairly rapid progress on the East Unit of the Jordan Valley Section, I.C.H. Highway and are now scattered over the entire project. In order to give close supervision required, Resident Engineer Morelock should have an additional car. At the present time they have only one car and owing to the fact that the transit party needs this car almost continually, Mr. Morelock is unable to give the work proper supervision.

Your approval is requested for the immediate assignment of an additional car to Mr. Morelock, such car being available in the La Grande Shops.

NOTED

Very truly yours

W C Williams

W. C. WILLIAMS
Division Engineer

WCW:MA

✓ cc R. H. Baldock

STATE INDUSTRIAL ACCIDENT COMMISSION
SALEM, OREGON
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE

#1954

RECEIVED
NOV 5 1937
FOR FILING

3-E

RECEIVED
1937
COMMISSION

COPY

November 3, 1937

Firm No. 80038

Hon. Earl Snell,
Secretary of State,
State Office Building.

Dear Sir: Re: Consolidated Highway Co. Inc.

On November 1, 1937 the State Industrial Accident Commission received from the United States Fidelity and Guaranty Company a check for $2,244.07 for application on the above account. This leaves a balance due the Fund of $2,244.00 on audits of the company's account to August 31, 1937.

This information is furnished you in connection with our notice to you of unpaid contributions due the State Industrial Accident Fund under date of October 22, 1937.

Very truly yours,

Rob't Brennan

ROB'T BRENNAN

Assistant to Attorney for
STATE INDUSTRIAL ACCIDENT COMMISSION

RB:ht

NOTED
H. S. GLAISYER

Jim
note on card

FORM 5-M-1 1M 8-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
NOV 4 1937
FOR FILING

3-8

RECEIVED
1937
OREGON STATE HIGHWAY COMMISSION

IN REPLY PLEASE REFER TO FILE NO.

October 30, 1937

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. G. S. Paxson, Bridge Engineer

Dear Sir:

I am enclosing herewith price agreement No. 1 and extra work orders No. 1 and No. 2 on the Jordan Creek Bridge, I.O.N. Highway in Malheur County.

The necessity for the extra work orders and price agreement is fully explained on the work order and price agreement forms.

Very truly yours

W. C. Williams

W.C. WILLIAMS
Division Engineer

WCW:MA
enc

cc R. H. Baldock
H. G. Smith

R H Baldock

FOR FILING

3-8

COST ANALYSIS TO OCT. 30, 1937

I. O. N. HIGHWAY, EAST UNIT, JORDAN CREEK SECTION

Contract #1984 Prefix 123-1013

Consolidated Highway Co. Inc.,
J. E. Morelock, Res. Engr.

		Quantity			Unit Bid	Gross Revenue
Clearing and Grubbing	2,539.16	90%		-	-	$ 4,435.20
Trench Excavation	399.60	296	C.Y.	1.35	1.83	541.68
Common "	21,480.00	89500	C.Y	0.24	0.34	30,430.00
Solid Rock "	22,179.40	22500	C.Y.	1.00	0.34	7,650.00
Overhaul	7,000.00	175000	Yd.Sta.	0.04	0.01	1,750.00
Truck Haul	1,750.00	5000	Yd.Mi.	0.35	0.16	800.00
18" Corr. Iron Pipe	3,335.00	1450	Lin. Ft.	2.30	1.79	2,595.50
24" " " "	592.50	184	" "	3.22	2.61	480.24
36" " " "	1,450.80	234	" "	6.20	5.43	1,270.62
48" " " "	938.10	106	" "	8.85	7.33	776.98
P.A.No.1 12" Corr.Iron Pipe	101.84	76	" "	1.34	1.50	114.00
Finishing Roadbed & Slope	735.20	3	Miles	245.07	1.00	3.00
Cook House Lodging	3,124.50					1,688.00
Total	$ 65,626.10					$52,535.22

Total Cost	$ 65,626.10
Gross Revenue	52,535.22
Net Loss	$ 13,090.88
" " Equals	25% of Gross Revenue

DETAIL OF COST:

Superintendent, Foremen & Timekeepers	$ 4,228.51	
Labor	21,241.16	
State Industrial Accident Insurance	1,273.48	
Unemployment Insurance	509.40	
Old Age Benefit	254.70	$ 27,507.25

NOTED

I.O.N. Highway   East Unit Jordan Creek Sec.

MATERIAL:-

12" Corr. Iron Culv. Pipe	76	L F	1.14	$ 86.64
12" " " " " Bands	2	Each	1.38	2.76
18" " " " "	1450	L.F.	1.57	2276.50
18" " " " " Bands	40	each	2.08	83.20
24" " " " "	184	L.F.	2.45	450.80
24" " " " " Bands	6	each	2.59	15.54
36" " " " "	234	L.F.	4.88	1,141.94
36" " " " " Bands	6	each	4.11	24.66
48" " " " "	106	L.F.	6.61	700.66
48" " " " " Bands	3	Each	5.53	16.59

$4,799.27

Equipment Rental, Supplies & Misc.

Equipment Rental including Hired Trucks	$16,031.50
Gas, Oil & Grease	7,343.00
Explosives	3,920.00
Camp Material & Supplies (50%)	973.00
Cook House & Supplies	1,275.20
Small Tools & Misc. Supplies	1,021.15
Freight & Cartage Moving in (50%)	950.00
Bond	485.73
Home Office Expense	1,320.00

$34,519.58

Total Cost $ 65,626.10

Contract # 1984

REMARKS:-

This contract was bid April 28th, 1937, awarded June 1st, and a clearing crew started work June 21st. Grading was not started until Sept. 7th, as the contractors' equipment was tied up on other work. To November 1st, the grading was about 50% complete. The contractors now have all their equipment on the job and are making good progress working 21 hours per day. But at this time of year bad weather can be expected and the job will probably not be completed until about Feb. 28th, 1938, which is the completion date specified.

This job is 16.46 Miles in length and requires a large number of shallow cuts and fills. Also a few large cuts and fills. Some of the cuts are thru lava and scab lava formation which breaks large and requires "plugging" and reshooting and is difficult to handle. The solid will probably underrun the original estimate about 12,000 cu. yds. which will help the contractor as the bid on solid and common is the same price $0.34 per cu. yds.

This job is located a long distance from the source of materials and supplies and the cost is from 20% to 100% more than on jobs located near a large city. For example - Diesel oil is $0.12 per gallon but could be purchased around Portland for about $0.06 per gallon. The cost of moving in [illegible] was expensive amounting to about $3500.00. A camp large enough to accomodate about 100 men, a repair shop and an office were constructed and equipped at a cost of about $3,000.00. The supervision expense on this job is expensive. The superintendent, bookkeepers and foremen salaries amount to about 20% of the payroll. The cook house and lodging is costing twice as much as it receives due to large force of cook and flunkies, high cost of supplies and free meals.

The contractor is moving most of the common with cats and scrapers and the solid and part of the common with shovel and trucks. Four 80 h.p. Cletracs, 3 - 12 yd Isaacson Scrapers, 1 bulldozers and 1 ripper, working 3-7 hour shifts per day and 7 days per week are making good progress on common excavation.

A 1½ yard shovel and about 7-large trucks are moving the solid and part of the common. The rock breaks large and requires plugging and reshooting. 30,000 lbs. of explosives were used to blast 22,500 cu. yds. of rock an average of about 1.3 lbs. per cu. yd. The cost of drilling and blasting is high - amounting to about $0.55 per cu. yd. It has been difficult to dispose of some of the large rocks in the shallow fills and extra work is required.

A ½ yard shovel, three trucks and 2 - Motor Graders are cleaning up and finishing. About 8 miles should be in shape for topping by Nov. 20th. on the remaining 8.46 miles. About 4.5 miles are under construction and no grading has been done on about 4 miles.

This job shows a large loss at present and the loss will increase as the work continues.

E. H. Clymer,
Cost Analyst

11-17-37
H

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
SEP 21 1937
OREGON
STATE HIGHWAY COMMISSION

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon FLH 3-2
Jordan Creek section
I.O.N. Highway

September 20, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Highway Engineer

Encls.

Jon

A4pr 31700

Form P. R. 2

State Oregon

Project No. FLH 3-B

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 19th day of July, 1937 by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; including particularly the amendatory Act of June 24, 1930 (46 Stat. 805).

Whereas the Highway Department of said State submitted on the 22nd day of October, 1932, a project statement, which was approved by the Secretary on the 1st day of December, 1932, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section B of said project which were recommended for approval by the United States District Engineer on the 13th day of April, 1937; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of sixty thousand, one hundred seventy-nine and 00/100 dollars ($60,179.00) as the share of the United States payable under said act on account of Section B of said project, which is d~~oes not exceed the authorized Federal pro rata share of~~ the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—8418

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

Article I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State .... (Include date and citation of act of legislature by which authorized)

(*b*) From other sources $60,179.00 from funds authorized to be appropriated for the fiscal year 1938, by the Act of June 16, 1936 (Public No. 686, 74th Congress)

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

Article II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 4137+70.0 the end of Sec. D of said project and survey station 4929+96.4, a point on the section line 653.2 feet north of the corner common to sections 1,2,11 and 12 in T. 30 S., R. 45 E., W.M., excepting therefrom those portions between survey station 4518+56.4 and 4572+66; 4579+76.6 and 4589+81.3; 4600+46.3 and 4683+63.1; 4711+38.6 and 4845+58.7; 4855+22.4 and 4920+30.8., length 8.440 miles, in Malheur County, being Section E of Oregon project No. FLH 3, consisting of 8.440 miles of roadway and no bridges, ~~each of more than 20 feet clear span,~~ ~~of a mile in length~~.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section [illegible] of said project shall not in any event exceed the sum of sixty thousand, one hundred seventy-nine and 00/100 dollars ($ 60,179.00), certified to the Secretary of the Treasury as above mentioned, which ~~does not exceed the authorized Federal pro rata share of~~

is

~~dollars ($),~~ the approved total estimated cost of Section [illegible] of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, laws 1927, Chap. 242, laws 1931.

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

RECEIVED
SEP 18 1937
DISTRICT

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 9th day of August, 1937

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

SECRETARY OF AGRICULTURE,

By

Acting Chief, Bureau of Public Roads.

8—5513

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of **Oregon**

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of **Oregon** for the construction of a highway designated in the records of this Department as Project No. **FLH 3-B** State of **Oregon**

Second. That in accordance with said provisions I have approved the sum of $ **60,179.00** as the total estimated cost of said project, and the sum of $ **60,179.00** as the share of the United States, payable under said acts on account of such project, which ~~does not exceed the authorized Federal pro-rata share of said~~ **is** total estimated cost.

Done at the city of Washington, this 9th day of August one thousand nine hundred and thirty-seven

Secretary of Agriculture,

By H. C. Fuddy
Acting Chief, Bureau of Public Roads.

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
SEP 1 6 1937
OREGON
STATE HIGHWAY COMMISSION

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SEP 1 1937
FOR FILING
3-8

September 15, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
State Highway Engineer

Attention Mr. G. S. Paxson, Bridge Engineer

Dear Sir:

I hand you herewith five copies of a form of sub-contract for which approval has been requested by J. F. Johnston, contractor on the Jordan Valley bridges.

This contract covers the placing of reinforcing steel by L. P. Mickell.

The sub-contract seems to be in order and I would see no reason for not approving. Kindly advise if your approval is given and return three copies of the sub-contract.

Very truly yours,

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock
H. G. Smith.

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

September 2, 1937

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
SEP 3 - 1937
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

With reference to lowering of grade line through cuts on the east unit of the Jordan Creek section, I.O.H. highway in Malheur county.

Please be advised that the discrepancy referred to by Mr. Morelock is of minor nature and the only changes contemplated would be a slight lowering of the grade line in fills only where such lowering will not result in an inferior grade line. The grade line will not be lowered through any cuts where any rock materials may be encountered.

I realize chances of the Consolidated Highway Company, Inc. making claims for anything upon which they could lay their hand and in consequence am taking extreme care that no such circumstance arises.

Very truly yours

W. C. Williams

W. C. WILLIAMS
Division Engineer

WCW:MA

✓ cc R. H. Baldock

FORM 5-A-1 9M 5-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

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FOR FILING

August 31st, 1937

Mr. W. C. Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

Dear Sir:

Reference is made to Mr. Morelock's weekly report dated August 28th, in which he states that the typical section is narrower in one of the cuts than the one on which the job was balanced, on the East Unit of the Jordan Creek Section.

I cannot understand this as the standard section seemed to fit the platted cross sections on the jobs adjacent which we have in this office, but in any event care should be taken that nothing is done which will permit of claim by the Consolidated Highway Co., Inc. If the grade in any cuts be lowered it should only be done in common material and sufficient tests taken to make sure that no harder material is encountered. The total estimated quantities should not be materially reduced below the net called for in the estimate.

Please give this considerable personal attention as these contractors have made very exaggerated statements to the bonding company as to their possible profits and will do everything possible to establish grounds for additional compensation.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

NOTED

RECEIVED
AUG 24 1937
FOR FILING
3-C

August 23, 1937

The Consolidated Highway Company
517 Henry Building
Portland, Oregon

Gentlemen:

We are sending herewith the copy of subcontract which was intended to have been returned to you with our letter of August 21st.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

Encl.

August 21, 1937

The Consolidated Highway Company
527 Henry Building
Portland, Oregon

Gentlemen:

In view of the showing made in your letter of August 18th, we are increasing to $3,030.00 the estimated total cost to be used in determining future partial payments for the item "Clearing and Grubbing" in connection with your contract for the grading of the East Unit of the Jordan Creek Section (Contract No. 1984). The copy of subcontract, which was transmitted with your letter of August 18th, is being returned herewith.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

G. H. Probert
Office Engineer

GHP:ER

cc U. S. Fidelity & Guaranty Co.
615 Board of Trade Building
Portland, Oregon

H. G. Smith
W. C. Williams

Encl.

CONSOLIDATED HIGHWAY COMPANY, Inc.
PORTLAND, OREGON.

RECEIVED
AUG 20 1937
OREGON
STATE HIGHWAY COMMISSION

August 18th, 1937.

Oregon State Highway Commission,
Salem, Oregon

Attention: Mr. S. H. Probert,

Dear Sir:

You will find inclosed our costs as appears on our payroll distribution of $890.78 also the sub-contract of $1900 making a total of $2790.78. This is our costs on our clearing, however so you may clarify upon how we bid this job, and yet we do not feel that our bid is in any way largely unbalanced, we added to our clearing $826 at $50 per mile for Roadbed finishing and to our excavation one half cent per yard or $880 for our Roadbed finishing making a total of $1706 for Roadbed finishing.

As these figures stand we feel entitled to $4102 until the semi-final estimate. We feel that you no doubt misunderstood the writer a few weeks ago when this matter was discussed.

We trust that on the next estimate you will correct this error for us. We also would appreciate your returning to this office our subcontract.

Yours very truly,

CONSOLIDATED HIGHWAY COMPANY, INC.

By John A. Logan
President,

JL:AL

Jordan Valley Project
OSHC contract 1984

RECEIVED
AUG 20 1937
OREGON
STATE HIGHWAY COMMISSION

Payroll

6-1937	28 58
6-26	221 90
7-3	188 60
7-10	159 30
7-17	97 40
7-24	84 00
7-31	106 00
	890 78

On Clearing 7 Acre borrow pit and one mile of road

RECEIVED
AUG 24 1937
FOR FILING
3-E

August 18, 1937

Consolidated Highway Co., Inc.
517 Henry Building
Portland, Oregon

Gentlemen:

Before giving consideration to the request contained in your letter of August 17th, it will be necessary that we have a copy of your subcontract for clearing and grubbing on the Jordan Creek Project.

The statements made in your letter do not coordinate very well with oral statements made to me a few weeks ago, which oral statements were very definitely to the effect that you had included your roadbed finishing cost in your clearing and grubbing bid price so that you would receive payment earlier. If those statements were incorrect, please let us have an accounting for your bid of $1.00 per mile for "Finishing Roadbed and Slopes."

This Department feels that the growing tendency of contractors to unbalance their bids is not to the best interest of the State, and it is proceeding now to take steps to make such unbalancing ineffective.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

cc U. S. Fidelity & Guaranty Co.
615 Board of Trade Bldg.
Portland, Oregon

CONSOLIDATED HIGHWAY COMPANY, Inc.
PORTLAND, OREGON

August 17th, 1937.

Oregon State Highway Commission,
Salem, Oregon

Attention, Mr. S. H. Probert,

Dear Sir:

In reference to your letter of August 14th, on the grading of the east unit of the Jordan Creek section in Malheur County. We wish to ask you to raise your costs on the clearing of this job as it has cost us approximately $2700 and as our bid is not an unbalanced bid on this item, and for this reason we ask that you change your cost of $2000 on your next estimate.

You will notice that the average bids on this contract is approximately $4366 and that the lowest bid on this contract was $2500 so we feel that an error has been made and that you will be glad to change this for us on the next estimate.

Yours very truly

CONSOLIDATED HIGHWAY COMPANY, INC.

By John Logan
President,

JL:AL

RECEIVED
AUG 21 1937
FOR FILING

3-6

August 14, 1937

Consolidated Highway Co., Inc.,
517 Henry Building
Portland, Oregon

Gentlemen:

The following provision appears on page 20 of your contract for the grading of the East Unit of the Jordan Creek Section in Malheur County:

> "Partial payments on clearing and grubbing work will be based on the engineer's estimate of the percentage of work performed, unless, in the opinion of the engineer, the contractor has bid such an excessive price on this item that partial payments made on that basis would be greater than the actual cost of the clearing and grubbing work performed, in which case the percentage allowance will be reduced to such extent that the amount received by the contractor will not exceed the actual cost of the work performed. The unpaid balance of the lump sum price bid for clearing and grubbing will then be released in the final estimate."

In accordance with this provision, your monthly payments for clearing and grubbing will hereafter be based on an estimated total cost of $2,000 instead of on your bid price of $4,928. The difference between the two amounts mentioned will be released in the semi-final payment.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER
cc U. S. Fidelity & Guaranty Co.
615 Board of Trade Bldg.,
Portland

H. G. Smith
W. C. Williams

RECEIVED
JUL 27 1937
FOR FILING
3-2

July 26, 1937

Mr. J. F. Johnston
800 Sheridan Street
Newberg, Oregon

Dear Sir:

We are sending to you today by express a fully executed copy of Contract No. 1985, for the construction of bridges on the Jordan Creek Section of the I. O. N. Highway, in Malheur County, near Jordan Valley, which was awarded to you on June 1, 1937.

This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

FORM 3-10-1 500 5-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

July 23, 1937

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
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FOR FILING
3-E

NOTED
State Highway Engineer

RECEIVED
JUL 26 1937
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention Mr. H. G. Smith:

Dear Sir:

On the East Unit of the Jordan Creek section of I. O. N. highway we found it necessary during right of way acquisition to arrange for the installation of several small pipes for irrigation purposes which were not covered by the contract.

I am submitting herewith price agreement #1 covering the installation of 122 feet of 12 inch pipe, at a cost of $183.00.

Very truly yours

Division Engineer

WCW v

Incls.

cc Mr. Baldock ✓

FORM S-M-1 1M 12-26

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
JUL 12 1937
OREGON
STATE HIGHWAY COMMISSION

FOR FILING
3-E

July 10, 1937

IN REPLY PLEASE
REFER TO FILE No.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

The only work performed by the Consolidated Highway Company, Incorporated on the East Unit of the Jordan Creek Section, I.O.N. Highway, Malheur County, is four miles of clearing and grubbing, as shown by the estimate submitted this date.

This four mile section equals 24% of the total job. I am allowing, on the estimate, the full amount of clearing and grubbing, but wish to point out that they have an unbalanced bid on this item, as their bid price is approximately $300 per mile and the work has been sub-contracted for $125 per mile. The sub-contractors are making a fair profit at their price, which is evidence that the bid was unbalanced.

I am bringing this to your attention only for the reason that all of the clearing and grubbing on the project probably will be finished before any of the other work is undertaken and the question arises whether full allowance should be made for such work. You will note that they have bid $1 per mile for finishing roadbed and slopes, which is about $150 or $250 less than actual cost.

NOTED
State Highway Engineer

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA

cc R. H. Baldock

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

RECEIVED
1937
FOR FILING

IN YOUR REPLY PLEASE
REFER TO FILE NO. 3-E

POST OFFICE BUILDING
PORTLAND, OREGON

July 6, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:- Re: Oregon FLH No. 3-E, East Unit, Jordan Creek Section of The I.O.N.Hwy.

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the project agreement was based, together with approved copy of specifications.

It is requested that, in submitting title-sheets for Federal Lands projects in future, they should show any exceptions to the Federal Lands projects due to passing through private lands, even though construction through them is contemplated with funds from other sources. We have made necessary notations upon the title-sheets for this project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

Jo

RECEIVED
JUN 23 1937
FOR FILING

3-E

June 22, 1937

Consolidated Highway Co., Inc.
517 Henry Building
Portland, Oregon

Gentlemen:

By express we are forwarding to you a fully executed copy of contract No. 1984 awarded to you on June 1, 1937 for the grading of the East Unit of the Jordan Creek Section of the I.O.N. Highway in Malheur County.

This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

HI

FORM 5-A-1 2M 2-37

Commissioners
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. A. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

June 22nd, 1937

IN REPLY PLEASE
REFER TO FILE NO.

3- E

Mr. W. C. Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

Dear Sir:

The sub-contract between the Consolidated Highway Company, party of the first part, and Jake Lee and Pascual Arritola, parties of the second part, covering the clearing and grubbing of the East Unit of the Jordan Creek Section of the I.O.N. Secondary Highway, meets with the approval of this department, and you may so advise the parties concerned.

As it is only necessary for us to have one copy of a sub-contract, we are returning one copy for your files.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

Dictated by
Chas. E. Low
R

cc to: R. H. Baldock ✓

NOTED
C. B. McCullough

FORM 2-M-1 1M 12-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE [illegible] ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JUN [illegible] 1937
OREGON
STATE HIGHWAY COMMISSION

FOR FILING
3-E

June 21, 1937

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith
Construction Engineer

Dear Sir:

The Consolidated Highway Company, Incorporated has requested approval of subcontract to be entered into between the Consolidated Highway Company as party of the first part and Jake Lee and Pascual Arritola as parties of the second part, covering the clearing and grubbing of the East Unit of the Jordan Creek Section, I.O.W. Highway in Malheur County.

I am enclosing herewith two copies of such subcontract, for which I recommend approval. Please advise if you approve the subcontract in order that the contracting parties may be so advised.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock

NOTED
C. B. McCullou

RECEIVED
JUN [illegible] 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE NO. 3-E

June 18, 1937

RECEIVED
[illegible] 1937

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Before forwarding the project agreement estimate for Oregon Federal Lands Project FLH 3-E, East Unit of the Jordan Creek Section of the I.O.N. Highway, submitted with your letter of June 4, 1937, we altered the unit price of 36" corrugated iron pipe to $5.43 to agree with the bid tabulation and the extension made on both documents.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Jlon

RECEIVED
JUN 16 1937
FOR FILING

3-E

June 15, 1937

Shell Oil Company,
416 Walker Bank Building,
Salt Lake City, Utah.

Attention: W. Romse.

Gentlemen:

Reference is made to your letter of June 10th concerning the contract which was awarded to the Consolidated Highway Company, Inc., on June 1st, our No. 1984, for the construction of the East Unit, Jordan Creek Section of the I.O.N. Highway in Malheur County. This contract consists of 16.46 miles of grading.

The above project starts at a point approximately 5 miles east of Jordan Valley and continues southeasterly. The nearest towns of any size which have railway shipping are Nampa and Caldwell, Idaho. For your further information we are enclosing a portion of a map showing the southeastern portion of Oregon and have indicated the approximate location of this contract in red.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED
[illegible] 1937
STATE HIGHWAY COMMISSION

SHELL OIL COMPANY
416 WALKER BANK BUILDING
SALT LAKE CITY, UTAH
TELEPHONE WASATCH 1737

June 10, 1937

Oregon State Highway Commission
Public Service Building
Portland, Oregon

Gentlemen:

We quote the following excerpt from the Western Construction News of June 7th:

> "Contract awarded to Consolidated Highway Company Inc., Henry Building, Portland, Oregon, $94,692 by Oregon State Highway Commission, Public Service Bldg., Portland, for 16.46 miles grading on East Unit of Jordan Creek Section of I.O.N. Highway, in MALHEUR COUNTY, Oregon (FLH 3-E)."

We should like to know the location of this work more definitely than indicated above and we would appreciate very much your advising us in regard to the town or towns closest to this work.

Thanking you for this information, we are

Yours very truly,

SHELL OIL COMPANY

WR:DC

By W. Rouse

RECEIVED
JUN 7 1937
FOR FILING
3-E

June 5, 1937

Mr. J. F. Johnston
800 Sheridan Street
Newberg, Oregon

Dear Sir:

We are sending you today by express four copies of Contract No. 1985 which was awarded to you on June 1, 1937 by the State Highway Commission covering the construction of bridges on the Jordan Creek Section of the I.O.N. Highway, near Jordan Valley, in Malheur County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this is done, a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the provision under Section 5 of the General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to page 22 of the mimeographed section, to the paragraph relating to the payment by the contractor of amounts due hospital associations, et cetera.

You are also requested to notify the National Reemployment Service at once of the approximate date work will begin and the number and classification of laborers needed for such work.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MHL

RECEIVED
JUN 15 1937
FOR FILING

3-E

June 4, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the East Unit, Jordan Creek Section, Federal Lands Highway Project No. FLH 3-E.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Lands Highway
Project No. 3-E

EAST UNIT, JORDAN CREEK SECTION OF
THE I. O. N. HIGHWAY IN MALHEUR COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 3, 1937

Roadway Thru Unappropriated and Unreserved Government Lands

(Sta. 4137+70 to 4518+56.4) (Sta. 4572+66 to 4579+76.6)
(Sta. 4589+81.3 to 4600+46.3) (Sta. 4684+63.1 to 4711+31.6)
(Sta. 4845+58.7 to 4855+22.4) (Sta. 4920+30.8 to 4929+96.4)

All Required		Clearing and Grubbing		$ 2,527.00
180	lin. ft.	Trench Excavation	$ 1.83	329.40
73,000	cu. yds.	Common Excavation	0.34	24,820.00
36,000	cu. yds.	Solid Rock Excavation	0.34	12,240.00
169,000	yd. sta.	Overhaul	0.01	1,690.00
10,000	yd. mi.	Truck Haul	0.16	1,600.00
8.44	miles	Finishing Roadbed and Slopes	1.00	8.44
860	lin. ft.	18" Corr. Iron Pipe	1.79	1,539.40
40	lin. ft.	24" Corr. Iron Pipe	2.61	104.40
190	lin. ft.	36" Corr. Iron Pipe	5.40	1,031.70
11,500	cu. yds.	Selected Roadbed Topping	0.20	2,300.00
37,000	yd. mi.	Hauling Roadbed Topping	0.10	3,700.00
				$ 51,890.34

Culverts (Sta. 4279+75) (Sta. 4989+00)

70	cu. yds.	Excavation	$ 4.00	$ 280.00
70	cu. yds.	Class "D" Concrete	27.00	1,890.00
11,800	lbs.	Metal Reinforcement	0.055	649.00
				$ 2,819.00

Subtotal	$ 54,709
10% Engr. & Cont.	5,470
Total	$ 60,179

Length	8.440 miles
Cost per mile	$ 7,130

Federal Lands Highway Funds Requested- - - - - - - - - - - - - - - - $ 60,179

State Funds for Constr: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 248, laws 1931
State Funds for Maint: Chap. 41, laws 1927; Chap. 248, laws 1931

Oregon State Highway Department
Federal Lands Highway
Project No. 3-E

EAST UNIT, JORDAN CREEK SECTION OF
THE I.-O.-N. HIGHWAY IN MALHEUR COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, April 9, 1937

Roadway Thru Unappropriated and Unreserved Government Lands

(Sta. 4137+70 to 4518+56.4) (Sta. 4572+66 to 4579+76.6)
(Sta. 4589+81.3 to 4600+46.3) (Sta. 4683+65.1 to 4711+38.6)
(Sta. 4845+58.7 to 4855+22.4) (Sta. 4920+30.8 to 4929+96.4)

All Required		Clearing and Grubbing		$ 1,000.00
180	lin. ft.	Trench Excavation	$ 1.00	180.00
73,000	cu. yds.	Common Excavation	0.22	16,060.00
36,000	cu. yds.	Solid Rock Excavation	0.70	25,200.00
169,000	yd. sta.	Overhaul	0.02	3,380.00
10,000	yd. mi.	Truck Haul	0.15	1,500.00
8.44	miles	Finishing Roadbed and Slopes	300.00	2,532.00
860	lin. ft.	18" Corr. Iron Pipe	2.50	2,150.00
40	lin. ft.	24" Corr. Iron Pipe	3.50	140.00
190	lin. ft.	36" Corr. Iron Pipe	6.00	1,140.00
11,500	cu. yds.	Selected Roadbed Topping	0.30	3,450.00
37,000	yd. mi.	Hauling Roadbed Topping	0.12	4,440.00
				$ 61,172.00

Culverts (Sta. 4279+75)(Sta. 4929+00)

70	cu. yds.	Excavation	$ 2.00	$ 140.00
70	cu. yds.	Class "D" Concrete	26.00	1,820.00
11,800	lbs.	Metal Reinforcement	0.06	708.00
				$ 2,668.00

Subtotal	$ 63,840
10% Engr. & Cont.	6,384
Total	$ 70,224

Length 8.440 miles
Cost per mile $ 8,320

Federal Lands Highway Funds Requested - - - - - - - - - - - - - - - - $ 70,224

April 14, 1937

Bureau of Public Roads
P.O. Box 3900
Portland, Oregon

Attention: Mr. Tom Davis

Gentlemen:

re. flh-3E

Since submitting the specifications for the bridges and culverts on the East Unit Jordan Creek section, we have found that the wrong drawing number was shown for bridge number 2428, item number 6, on page 2. The drawing number shown as 6225 should have been shown as 5986.

We are accordingly submitting five copies of sheet No. 2, revised to show the correct drawing numbers.

Yours very truly,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

WAR:TH
Enc.

cc: W. A. Reeves
J. W. Nash

Bridge No. 1948 (4) One 19' composite pile trestle span, one 100' steel pony truss span and one 19' composite pile trestle span with 26' roadway over Jordan Creek between Stations 4987+57.83 and 4988+98.17, as shown on drawings numbered 6225, 5826, 6226, 5963, and 5735.

Bridge No. 2430 (5) Two 25' composite pile trestle spans with 26' roadway over Jordan Creek overflow channel between Stations 4995+00 and 4995+50, as shown on drawings numbered 6225, 5826, and 5735.

Bridge No. 2426 (6) 8'x6'x46' reinforced concrete box culvert over Rock Creek at Station 4279+75, as shown on drawings numbered 6232 and 5323.

Bridge No. 2427 (7) 6'x6'x42' reinforced concrete box culvert over Jack Creek at Station 4610+50, as shown on drawings numbered 6232 and 5317.

Bridge No. 2428 (8) 5'x4'x30' reinforced concrete box culvert at Station 4929+00, as shown on drawings numbered 5386 and 6232.

CLASS OF PROJECT

This project is a "Federal Land Highways Project". It is to be conducted in accordance with the federal regulations applying to that class of projects, which regulations, in so far as they concern the contractor, are included and stated in the provisions and specifications given herein or bound herewith.

DATE OF COMPLETION

All work in connection with the construction of the culverts at Stations 4279+75, 4610+50, and 4929+00 shall be completed on or before July 31, 1937.

All work to be performed under this contract shall be completed on or before October 31, 1937.

COOPERATION REQUIREMENT

The work contemplated in this contract will be carried on in conjunction with a grading contract on the same section of the highway. The bridge contractor shall carry on his operations in such a manner that they will interfere to the least possible extent with the operations of the grading contractor. The grading contractor will, in turn, be expected to carry on his operations in such a manner as not to cause undue interference with the operations of the bridge contractor.

RECEIVED
JUN 3 1937
FOR FILING
3-E

June 2, 1937

Consolidated Highway Company, Inc.
517 Henry Building
Portland, Oregon

Gentlemen:

We are sending to you today by express four copies of contract No. 1964 which was awarded to you on June 1, 1937, by the State Highway Commission covering 16.46 miles grading on the East Unit, Jordan Creek Section of the I.O.N. Highway in Malheur County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the Provisions under Section 5 of the General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately following page 10 of the mimeographed Special Provisions, relating to the payment by the contractor of amounts due hospital associations, et cetera.

You are also requested to notify the National Reemployment Service at once of the approximate date work will begin, and the number and classification of laborers needed for such work.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

AM

1217-A

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		FULL RATE	
DAY LETTER		DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

WESTERN UNION

3E

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

CHECK

ACCT'G INFMN.

TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

SALEM OREGON
JUNE 1 1937

J F JOHNSTON
900 SHERIDAN STREET
NEWBERG OREGON

STATE HIGHWAY COMMISSION AWARDED YOU TODAY CONTRACT FOR CONSTRUCTION OF FIVE BRIDGES AND THREE CULVERTS ON EAST UNIT OF JORDAN CREEK SECTION I.O.N. HIGHWAY MALHEUR COUNTY BASED ON YOUR BID SUBMITTED APRIL 28, 1937. CONTRACT FORMS FOLLOW SHORTLY

OREGONSSTATE HIGHWAY COMMISSION

H. B. GLAISYER SECRETARY

File

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

By

Secretary

AM

June 1, 1937

J. F. Johnston
800 Sheridan Street
Newberg, Oregon

Dear Sir:

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you the contract for the construction of five bridges and three culverts on the East Unit of the Jordan Creek Section of the I.O.N. Highway in Malheur County. This award was based on your bid of $40,923.00, submitted on April 28, 1937

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

AM

1217-A

SERVICE DESIRED			
ESTIC		CABLE	
TELEGRAM	X	FULL RATE	
DAY LETTER		DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

WESTERN UNION

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

CHECK	
ACCT'G INFMN.	
TIME FILED	

Send the following message, subject to the terms on back hereof, which are hereby agreed to

SALEM OREGON
JUNE 1 1937

CONSOLIDATED HIGHWAY COMPANY INC.
519 HENRY BUILDING
PORTLAND OREGON

STATE HIGHWAY COMMISSION AWARDED YOU TODAY CONTRACT FOR GRADING EAST UNIT OF JORDAN CREEK SECTION I.O.N. HIGHWAY MALHEUR COUNTY BASED ON YOUR BID SUBMITTED APRIL 28, 1937. CONTRACT FORMS FOLLOW SHORTLY

OREGON STATE HIGHWAY COMMISSION
H. B. GLAISYER SECRETARY

File

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

By

Secretary

AM

June 1, 1937

Consolidated Highway Company Co., Inc.
519 Henry Building
Portland, Oregon

Gentlemen:

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you the contract for 16.46 miles of grading on the East Unit of the Jordan Creek Section of the I.O.N. Highway in Malheur County. This award was based on your bid of $94,692.36 submitted on April 28, 1937.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

AM

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
JUN 2 1937
FOR FILING

RECEIVED
JUN 2 - 1937
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE
REFER TO FILE NO. 3-E

June 1, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to concur in award of contract, as of this date, for Oregon Federal Lands Highway project FLH 3-E, bridges on the East Unit of Jordan Creek section of the I.O.N. Highway, to J. F. Johnston, Newberg, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

RECEIVED
JUN 2 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE NO. 3-E

RECEIVED
JUN 2 - 1937
OREGON
STATE HIGHWAY COMMISSION

June 1, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to concur in award of contract, as of this date, for Oregon Federal Lands Highway project FLH 3-E, grading on the East Unit of Jordan Creek section of the I.O.N. Highway, to the Consolidated Highway Co., Inc., Portland, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

2-4

1217-A

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		FULL RATE	
DAY LETTER	X	DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

WESTERN UNION

RECEIVED
JUN 2 1937
FOR FILING

[illegible] PRESIDENT
NEWCOMB CARLTON CHAIRMAN OF THE BOARD
J. C. WILLEVER FIRST VICE-PRESIDENT

CHECK	
ACCT'G INFMN.	
TIME FILED	

Send the following message, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
JUNE 1, 1937

W. H. LYNCH
DISTRICT ENGINEER
U. S. BUREAU OF PUBLIC ROADS
NEW POST OFFICE BUILDING
PORTLAND, OREGON

DESIRE MAKE CONTRACT AWARDS TODAY AS FOLLOWS STOP GRADING EAST UNIT JORDAN CREEK SECTION TO CONSOLIDATED HIGHWAY COMPANY INCORPORATED STOP BRIDGES AND CULVERTS SAME SECTION TO J. F. JOHNSON OF NEWBERG STOP DO YOU CONCUR

R. H. BALDOCK

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

FORM 2-M-1 2M 12-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

3-8

RECEIVED
MAY 11 1937
FOR FILING
Const.
Projects

May 8, 1937

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith
Construction Engineer

Dear Sir:

Please forward to this office two complete sets of plans for East Unit of the Jordan Creek Section of the I. O. N. Highway, plans to include both grading and bridges.

✓
Mailed
5/11/37

Very truly yours

W C Williams

W. C. WILLIAMS
Division Engineer

WCW:MA

RECEIVED
MAY 10 1937
OFFICE OF
CONSTRUCTION ENGINEER

EF

EF

Project.
Jordan Creek

FORM 5-E-1 4M 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISTER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
FOR FILING

NOTED
C. R. McCullough

May 6, 1937

Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

Under date of April 1 I sent a copy of the revised cement specification which we have used on the Jordan Creek Project on the I. O.N. Highway in Malheur County to the Bureau of Public Roads, a copy of which specification is attached hereto. At that time the Bureau was notified that we were using this specification only on this one project since this was the only structural contract at that letting which would be exposed to the severe weather of eastern Oregon. At that same time we advised the Bureau that we intended to work out a cement specification for all cement used in State Highway construction which would be along the lines of this Jordan Creek specification but perhaps modified in some details. Under date of April 29 the Bureau of Public Roads replied to this letter as per the attached copy requesting that this matter be given further study before adoption as a standard cement specification for general use.

Before commenting on their detailed objections to this specification I would like to emphasize the fact that the proposed specification does not remove any of the requirements under the old specification. It adds certain other requirements which are over and above those required by our present cement specification. Any cement which would be acceptable under this new specification would also satisfy the old specification.

For several years isolated instances of excessive weathering or disintegration of concrete structures in eastern Oregon has been observed. Within the last year this weathering has become so extensive as to cause considerable apprehension as to the lasting qualities of some of the structural concrete. I am attaching pictures of some of this concrete which shows typical examples of this weathering. This condition is general enough to force the conclusion that something is wrong with our material specifications or our construction methods or both, and we feel that having knowledge of these conditions we can not go ahead with construction in these exposed areas without making every effort to eliminate every possibility of weakness.

CF CF

The type of disintegration which is causing us the greatest concern is a swelling of the concrete which apparently proceeds for a long period of time and occurs in the members which are exposed to rain and snow. The amount of this disintegration seems to be a direct function of the exposure. Such disintegration starts with a checking of the concrete thus permitting the entrance of water. This checking could be due to lack of proper curing or to unsoundness of either the cement or the aggregate. We have always realized the importance of proper curing and believe that every reasonable precaution has been taken that this curing is obtained. However, we are tightening up on curing requirements in an endeavor to eliminate this as a possible cause of the trouble.

All aggregates used in the construction have passed the standard tests. To further guard against unsound aggregates we are now requiring the standard sodium sulphate test for soundness in addition to the requirements previously imposed. Our investigation of these structures makes us certain that in some instances the start of the trouble can be definitely laid to unsoundness in the cement and it is to guard against this unsound cement that we have proposed this revision in cement specification. This specification is admittedly imperfect and probably will not pick up every instance of unsoundness, but in the light of our present knowledge it seems to be the best that we can do. It is modeled very closely to the United States Reclamation Service specification used at the Grand Coulee Dam, and will admit cements ground to that specification thus assuring us of a source of supply.

The Autoclave test proposed is the test adopted by the Portland Cement Association and can be made with equipment manufactured for the use of that Association. The expansion limit adopted by the Association provides for a maximum of one per cent. We have dropped this to .8 per cent tentatively hoping that after further experimentation the limit can be dropped still lower. The autoclave test is essentially an accelerated boiling test and should pick up unsoundness which would not be disclosed by the A.S.T.M. soundness test. It is probable that this specification will need modification at the conclusion of the C-1 Committee investigation of the A.S.T.M., but for the present it is based on the best information obtainable, and we feel justified in requiring this tentative test pending such time as a better standard is worked out.

The second requirement of the proposed specification has to do with the limiting of the tricalcium aluminate in the cement. This has received a great deal of study by many investigators particularly the Bureau of Reclamation in connection with the large dams built in the last few years. A very complete summary of their conclusions is contained in the Bureau of Reclamation Bulletin entitled "Special Cements for Mass Concrete", prepared by J. L. Savage, Chief Designing Engineer, and published in 1936. I would refer you particularly to Page 101 of this

Bulletin where the general conclusions of all investigations are summarized. The following are quoted from these conclusions:

> "2. The major cement compounds, C_3S, C_2S, C_3A, and C_4AF have definite effects on compressive strength, heat of hydration, durability, and other properties of cement and concrete. C_3A is definitely shown to be the least desirable compound in portland cement and C_3S and C_2S are the most desirable constituents.
>
> "5. Tricalcium aluminate usually increases the strength somewhat at ages of 7 and 28 days, but at later ages it is detrimental.
>
> "22. Results of these tests performed by a number of independent investigators show very definitely that mortars and concretes containing cements of high C_3A content offer poor resistance to freezing and thawing.
>
> "24. Cements that exhibit the greatest resistance to weathering and to the aggressive action of sulphate water are those that have a low percentage of C_3A and high combined percentages of C_3S and C_2S."

While the above conclusions are probably based upon service records too short to make them definitely conclusive we believe the evidence is sufficient to warrant the limiting of the tricalcium aluminate percentage. In any event we feel sure that the limiting of tricalcium aluminate will not result in an inferior product.

I also note that the Bureau of Public Roads recommends a specification based on the oxide composition rather than on the compound composition. It seems to me that the compound composition is a much better index of the behavior of the cement than is the oxide composition. Tests given in the Reclamation Service Bulletin show that the behavior of cements can be forecast from compound composition quite accurately while the oxide composition can only be used when the relative percentage of each oxide to all other oxides is considered. In support of this I would quote the following from Bureau of Reclamation correspondence as given in a paper by Ben Moreell in the March-April, 1937, number of the Journal of the American Concrete Institute:

> "There is admittedly some inaccuracy in the present method for computing the compounds in cements from the oxide analyses. However, whether the compounds in portland cement obtain in the exact theoretical computed quantities or not is inconsequential if they can be used as 'practical conversion factors for transposing the oxide percentages into

> workable units'. The compounds then become a convenient and simply applied criterion for specification purposes and one which can be understood and interpreted by the layman and engineer as well as by the cement chemist. On the basis of tests made by the Bureau and a study of published data, the definite conclusion has been reached that in the light of present knowledge the compound composition of cements afford the most simple and practical method of specifying chemical limits for portland cements.
>
> ". . . We again wish to stress our position that compound composition rather than oxide analysis should be used in specifications to define the requirements. . . . By recent researches, the properties of portland cements are found to correlate quite satisfactorily with their computed composition, and while the computations we now use may not be the best, they nevertheless are the best we know at present. It is also our experience that by this system we have been able to obtain a remarkably uniform product from several manufacturers. The properties of cements are not determined by oxides but by combinations of the oxides. They are complex functions of the oxides, but comparatively simple and more direct functions of the compounds."

We have noticed that the federal government has recently adopted a revised cement specification for four kinds of cements among which is a specification for "Moderate Heat" cement which apparently is very similar to the specification which we have proposed. Before adopting a standard specification I would like to examine this government specification with a view to adopting it for our work. It would of course be advantageous to use a specification which the cement mills are grinding to for large users of cement. In view of the above I would recommend that this matter be resubmitted to the Bureau and that they be requested to approve a revised specification along the lines of that submitted to them under date of April 1, 1937.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP DK
Enclosures
cc C. B. McCullough

C
O
P
Y

UNITED STATES DEPARTMENT OF AGRICULTURE
Bureau of Public Roads

April 29, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to previous correspondence concerning our approval for use on Oregon FLH 3-E, the Jordan Creek section of the I.O.N. Highway, of revised cement specifications in which the tricalcium aluminate is limited to 10% and the Autoclave test is required.

As you will recall, your request for Federal Aid on the major structures for this project was withdrawn to avoid delay incident to approval of the revised specifications, and that the use of cement complying with the usual specifications was required on the two culverts, Stations 4279/75 and 4929/00.

Your proposed revised cement specifications were submitted to our Regional Office with the request that they be approved as a standard for general use. We are today in receipt of a letter from them, from which we quote as follows:

> "* * * we feel, however, that the specifications should be subjected to careful consideration and further proof of value before adoption as a standard for general use.
>
> "With this purpose in mind the following comments are made.
>
> "1. Autoclave test for soundness. Although it is reasonable to assume that consistency of volume in the autoclave may be related in general to soundness in the field, there are little or no data available at this time upon which to base a really significant specification limit. This applies particularly to the autoclave test now proposed by the Portland Cement Association, which is not the same as the original test developed some years ago by H. J. Force, or the procedure used by the Research Laboratory of the Association located at the Bureau of Standards.
>
> Committee C-1 of the American Society for Testing Materials, recognizing the need for additional data regarding the autoclave test, is sponsoring a cooperative series of tests to be made in eight laboratories and to include tests on a large number of portland cements varying in composition. All of the information which we have been able to obtain regarding this test up to this time would indicate that the expansion limit of 0.8 percent set by the State is probably entirely too high to be of any real significance. Most portland cements as now manufactured show

> expansions very much less than this. It is suggested that the State defer the adoption of this requirement as a general standard until Committee C-1 reports on the results of the cooperative tests mentioned above. In the meantime the Bureau will be glad to have any information which the State may have obtained correlating the results of autoclave expansion tests with service records.
>
> "2. Compound composition. Mr. Baldock's letter of April 1 would seem to indicate that experiments made by various organizations show a decrease in the resistance of concrete to frost action with an increase in the tricalcium aluminate content. We know of very little data substantiating this contention other than certain reports published by the Portland Cement Association. The Highway Research Board report of last year indicated no very definite trend, but such as it was, the trend was in exactly the opposite direction. The Bureau of Standards has never, so far as we know, published any data indicating such a relationship. In this connection, resistance of concrete to frost action should not be confused with resistance to alkali action, where it has been definitely shown that resistance does decrease with an increase in the alumina content.
>
> "In view of the uncertainty now prevailing as to the significance of the value for tricalcium aluminate as computed theoretically, we would prefer to see chemical requirements stated as limiting percentages of the oxides rather than as potential compound composition. Additional requirements limiting the ratios of the percentages of the various oxides will accomplish the same purpose as the method of compound composition and has the advantage of not being open to attack upon theoretical grounds. This is the practice adopted by the Federal Specifications Executive Committee in connection with the newly revised specifications for portland cement recently adopted. These specifications are now being prepared in printed form and copies will be sent to the District Office and to the State when available."

The foregoing decision will not affect the work on Oregon FLH 3-E, since there is no Federal participation in the major structures, and the standard cement specifications were used on the culverts where Federal Aid is involved.

Very truly yours,

W. H. Lynch (Signed)

W. H. LYNCH
District Engineer

dk/

PORTLAND CEMENT

In lieu of the specification for Portland cement given in Article 2002 of the Specifications and Contract Agreement for State Highway Bridge Construction, the following shall apply:

Quality:

All cement shall conform to the standard specifications for Portland cement adopted by The American Society for Testing Materials (Serial designation C-9-30) with subsequent amendments thereto adopted by that society and the following further modifications:

In paragraph 2 Magnesia (MgO) shall be limited to a maximum of 4% with a corresponding tolerance of 0.40%.

In addition to the soundness test specified in paragraph 4, an autoclave test shall be made as follows:

AUTOCLAVE TEST

Neat cement test bars made and tested according to the following procedure shall show an expansion of not to exceed 0.8%.

Procedure for Autoclaving Tests:

Mix a neat cement paste of normal consistency in accordance with the methods described in Sections 19 to 22 of "Standard Methods of Sampling and Testing Portland Cement" (A.S.T.M. Designation: C77-32). Immediately after mixing, fill the mold in three layers compacting each layer by hand with the rubber glove-protected forefinger. Starting at one end of the mold work along the bar reaching the opposite end in 25 strokes. Work along the bar and back two times, or a total of 4 times for each layer. After the top layer has been compacted the specimen should be smoothed off with a few strokes of the trowel leaving the paste slightly above the sides of the mold.

Immediately after the mold has been filled cover it with damp burlap taking care that the burlap does not come in direct contact with the specimen. Approximately 2 hr. after molding, the specimen should be given the final troweled finish and the identifying reference numbers inscribed on the surface by means of steel dies. The specimens in the molds should then be placed in the moist closet.

Twenty-two hours after molding remove the specimens from the molds and place them in water at 80° F.

Approximately 1 hour after removal from molds the specimens, one at a time, should be surface dried with a cloth and immediately weighted and measured for length in a length comparator. After weighing and measuring, specimens should be kept in water until placed in the autoclave at the age of 24 hours.

Place the bars in autoclave and raise the temperature from 80° F. to 420° F. in 1 hour. Maintain the 420° F. temperature for a period of 3 hours, then allow the steam pressure to drop to 0 to 5 lb. gage pressure in 1 hour.

Remove cover from autoclave and allow the bars to cool in the autoclave for 15 minutes. Then remove bars and allow to cool in the air of laboratory for another 15 minutes until they reach a temperature of about 150° F. to 180° F. At the end of this time place bars in water of the same temperature as the bars, then temper the water to bring the temperature of the specimens to 80° F. during a half-hour period. Surface dry the bars and measure for length and weight 1 hour after removal from the autoclave.

In paragraph 12 the following requirement is added:

"Samples of each lot shall be required to show practically uniform results in tests. Marked deviation from the uniform result may be considered cause for rejection, even though the test requirements may be otherwise fulfilled."

The following is substituted in lieu of paragraph 14:

"In all cases, the user, purchaser, or engineer in control of any construction where Portland cement is used, reserves the option to take check samples for the purpose of making tests to determine the stability of the product and such check tests will be the basis for acceptance or rejection, regardless of previous decisions."

In addition to the above requirements, the cement shall be so proportioned that the theoretical compound composition shall be within the following limits:

"Tricalcium silicate ($3CaO.SiO_2$) -- Not less than 35 nor more than 55 percent.
Tricalcium aluminate ($3CaO.Al_2O_3$) -- Not more than 10 percent."

Chemical Analysis:

The methods of chemical analysis shall be in accordance with the "Tentative Methods of Chemical Analysis of Portland Cement" (A.S.T.M. Designation: C-114-35T) of the American Society for Testing Materials.

Compound Composition:

The compound composition shall be calculated from the chemical analysis by the method outlined below. The method is as given by Bogue in Paper No. 21, Portland Cement Association Fellowship at the Bureau of

Standards, on "Calculation of the Compounds in Portland Cement," except that no account is taken of uncombined lime. Compound percentages shall be computed to tenths and reported to the nearest whole percent.

(a) Method of calculation -- Each percent of SO_3 enters into combination with 0.70 percent CaO to form 1.70 percent $CaSO_4$:

$$\frac{CaO}{SO_3} = \frac{56.07}{80.065} = 0.70 \text{ percent CaO} \ldots\ldots\ldots \quad (c_1)$$

Each percent of Fe_2O_3 enters into combination with 0.64 percent Al_2O_3:

$$\frac{Al_2O_3}{Fe_2O_3} = \frac{101.92}{159.68} = 0.64 \text{ percent } Al_2O_3 \ldots\ldots\ldots \quad (a_1)$$

and with 1.40 percent CaO:

$$\frac{4CaO}{Fe_2O_3} = \frac{224.28}{159.68} = 1.40 \text{ percent CaO} \ldots\ldots\ldots \quad (c_2)$$

to form 3.04 percent $4CaO.Al_2O_3.Fe_2O_3$.

The total MgO is recorded as uncombined MgO.

The total Al_2O_3 minus (a_1) gives the Al_2O_3 (a_2) available for combination as $3CaO.Al_2O_3$.

Each percent of (a_2) will enter into combination with 1.65 percent CaO to form 2.65 percent $3CaO.Al_2O_3$:

$$\frac{3CaO}{Al_2O_3} = \frac{168.21}{101.92} = 1.65 \text{ percent CaO} \ldots\ldots\ldots \quad (c_3)$$

The amount of CaO available for combination with SiO_2 is obtained by subtracting from the total CaO the sum of the CaO (c_1) combined as $CaSO_4$, the CaO (c_2) combined as $4CaO.Al_2O_3.Fe_2O_3$, and the CaO (c_3) combined as $3CaO.Al_2O_3$:
Total CaO - ($c_1 + c_2 + c_3$) = CaO available to combine with SiO_2 . . (c)
The total SiO_2 (s) is calculated first to combine with CaO to form $2CaO.SiO_2$.
Each percent of SiO_2 (s) will combine with CaO to form 2.87 percent $2CaO.SiO_2$:

$$\frac{2CaO.SiO_2}{SiO_2} = \frac{172.20}{60.60} = 2.87 \text{ percent } 2CaO.SiO_2.$$

The first approximation to the value of $2CaO.SiO_2$ is subtracted from the SiO_2 (s) + CaO (c), which gives the CaO (c_4) available to combine with $2CaO.SiO_2$ to form $3CaO.SiO_2$.

Each percent of CaO (c_4) combines with $2CaO.SiO_2$ to form 4.07 percent $3CaO.SiO_2$:

$$\frac{3CaO.SiO_2}{CaO} = \frac{228.27}{56.07} = 4.07 \text{ percent } 3CaO.SiO_2.$$

The $3CaO.SiO_2$ subtracted from the total SiO_2 (s) + CaO (c) gives the true amount of $2CaO.SiO_2$ percent.

(b) Graphical application of the method of calculation. -- Determination of the theoretical compounds may be materially facilitated by the use of the nomographs in plate 1. By careful reading these graphs will give results comparable with those obtained by numerical computation and may be used: PROVIDED, That where compound percentages obtained with the graphs exceed the limits specified, the results shall be checked numerically.

Number of Tests:

Unless otherwise directed by the Engineer, the number of tests shall be as follows:

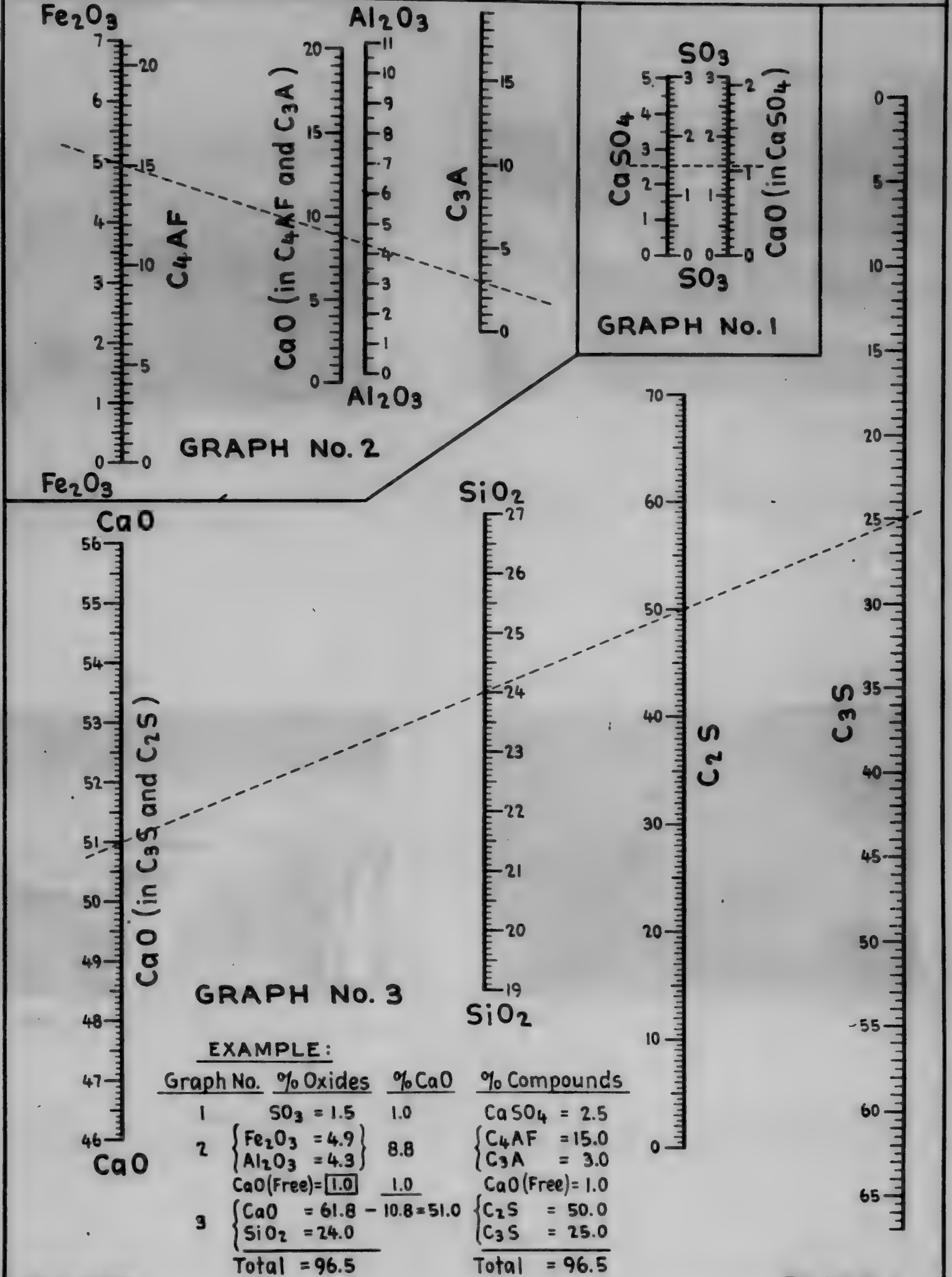
(a) Tests for time of setting, soundness and fineness. -- Tests shall be made on each test sample.

(b) Tests for chemical composition, compound composition and compressive strength. -- Tests shall be made on samples representing each 2,000 barrels of cement, or less, but samples shall not be combined from different bins. The samples to be used shall be obtained by combining equal amounts, by weight, whenever practicable, of the unused portions of cement from the regular 4-pound test samples.

Brand of Cement:

All cement for any given structure will be of the same brand and produced by a single mill, unless otherwise permitted by the Engineer.

DETERMINATION OF COMPOUNDS IN PORTLAND CEMENT



EXAMPLE:

Graph No.	% Oxides	% CaO	% Compounds
1	SO_3 = 1.5	1.0	$CaSO_4$ = 2.5
2	Fe_2O_3 = 4.9 Al_2O_3 = 4.3	8.8	C_4AF = 15.0 C_3A = 3.0
	CaO(Free) = $\boxed{1.0}$	1.0	CaO(Free) = 1.0
3	CaO = 61.8 SiO_2 = 24.0	− 10.8 = 51.0	C_2S = 50.0 C_3S = 25.0
	Total = 96.5		Total = 96.5

45-D-2293

PLATE 1

(4) Outside of curb and slab at the Perry Arch, Union County.

(5) Handrail at the Perry Arch in Union County.

(14) Handrail on the Meacham Overcrossing in Umatilla County.

(15) Curb on the Snake River Bridge near Ontario in Malheur County.

#1985

STANDARD OIL COMPANY OF CALIFORNIA

SALES DEPARTMENT
R. T. VIVIAN
DISTRICT SALES MANAGER
O. L. HARDING
ASSISTANT DISTRICT SALES MANAGER

OFFICE
FIRST NATIONAL BANK BLDG.
11 SOUTH SECOND STREET
P O DRAWER 56

RECEIVED
[illegible] 6, 1937
STATE HIGHWAY COMMISSION

3-E

WALLA WALLA, WASH.

May 5, 1937

J. F. Johnson, Newberg, Oregon
Malheur County: East Jordan Creek
section of I.O.N.Highway. Construction of 5 bridges and 3 culverts
FLH 3-E

Oregon State Highway Commission,
Salem, Oregon

Gentlemen; Attention Mr.R.H.Baldock, State Highway Engineer

Will you please complete the attached form covering work awarded the above contractor by your Commission, and return it to us in the attached self-addressed stamped envelope?

Yours very truly,

STANDARD OIL COMPANY OF CALIFORNIA
R.T.Vivian, District Sales Manager

By J. Jacobson EH
District Credit Man

Att

#1984

RECEIVED
JUN 10 1937
FOR FILING

STANDARD OIL COMPANY OF CALIFORNIA

SALES DEPARTMENT
R. T. VIVIAN
DISTRICT SALES MANAGER
O. L. HARDING
ASSISTANT DISTRICT SALES MANAGER

OFFICE
FIRST NATIONAL BANK BLDG.
SOUTH SECOND STREET
P. O. DRAWER 56

RECEIVED
MAY 6 1937
OREGON
STATE HIGHWAY COMMISSION

3-E

WALLA WALLA, WASH.
May 5, 1937

Consolidated Highway Company,
Portland, Oregon FLH 3-E
Malheur County: East unit of Jordan
Creek section of I.O.N.Hwy. Grading16.46 mi.

Oregon State Highway Commission,
Salem, Oregon

Gentlemen: Att'n Mr.R.H.Baldock, State Highway Engineer

In order that we may have in our files complete and accurate information concerning the work of grading 16.46 miles of state highway in Malheur County recently awarded the above company by your Commission we would appreciate your filling out and returning to us the attached form.

We enclose return stamped envelope.

Yours very truly,

STANDARD OIL COMPANY OF CALIFORNIA
R.T.Vivian, District Sales Manager

By J. Jacobson
District Credit Man

Att

FORM 8-A-1 5M 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

Const
Projects

May 3, 1937

Mr. W. C. Williams,
Division Engineer,
La Grande, Ore.

Dear Sir:

Your letter relative to decrease in excavation quantities on the East Unit of the Jordan Creek Section of the I. O. N. Highway, has been received and noted.

In working up the plans, the fill at Jordan Creek was decreased some 6000 yards by lowering the grade line. This would leave an actual decrease of quantities of 6000 yards due to error in adding quantities per mile. We do not believe it necessary to ask for an increase in authority at this time.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H.

CC to
R.H. Baldock ✓

NOTED

6-5p) 65

RECEIVED
AUG 21 1937
FOR FILING

3-9

ANDERSEN CONSTRUCTION CO.
GENERAL CONTRACTORS
6026 VERMONT STREET • ROUTE 6
PORTLAND, OREGON

April 30, 1937

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

REFERRED TO
Glaisyer
by State Highway Engineer
For Com meeting

Dear Sir:

Re: East Unit, Jordan Creek Sec., I.O.N.
Highway, Malheur County.

The Andersen Construction Co., Portland, Oregon, one of the bidders upon the above contract, upon which bids were opened on Wednesday of this week by the State Highway Commission, wishes to enter and does hereby enter its protest against awarding to Consolidated Highway Co., Inc., the contract in question.

This protest is based upon the ground that the Consolidated Highway Co., Inc., has manifestly and unfairly unbalanced its bid in that it has bid only $1.00 per mile for finishing, and further in that it has bid the same price for common excavation and rock. The State Highway Commission in its call for bids provides that bids shall not be unbalanced and that unbalancing may be considered a cause for rejecting any bid which is manifestly unbalanced. If that provision of the specifications and the call for bids means anything, we believe that this is a case in which it should be enforced. If the State desires to have contractors bid on one class of excavation it can and should provide that the excavation is unclassified. There must be some purpose in the Commission's determination that it wishes bids on classifications of excavation. It is needless to say that the difference in the cost of performing common and rock excavation is a considerable one and a contractor who ignores this and bids the same price is manifestly unbalancing.

The average price bid for finishing roadbed and slope is around $250.00 or $300.00 a mile and a contractor who bids $1.00 per mile as this contractor has done is manifestly violating the letter and the spirit of the requirements of the Highway Commission, and the making of an award to such contractor would, in our opinion, be an invitation for other contractors to do likewise on future jobs and a condoning of the acts of the bidder in question. Since the finishing of the roadbed and slopes is the last work to be

C

done, manifestly the contractor, if he is to be paid for this work, has increased his price for units which are to be performed at an earlier date, and he can in this manner secure payment for the work in advance of its completion.

It is our understanding that the bids on this project were referred to you as State Highway Engineer with power to make an award and that the Commission's directions did not limit you to the making of the award to the low bidder. We, therefore, respectfully request that the award be made to Andersen Construction Co. as being the lowest and best bidder on this project.

Yours respectfully,

ANDERSEN CONSTRUCTION CO.

By
Assistant Secretary.

JL/jb

FOR FILING

April 29, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to previous correspondence concerning our approval for use on Oregon FLH 3-E, the Jordan Creek section of the I.O.N. Highway, of revised cement specifications in which the tricalcium aluminate is limited to 10% and the Autoclave test is required.

As you will recall, your request for Federal Aid on the major structures for this project was withdrawn to avoid delay incident to approval of the revised specifications, and that the use of cement complying with the usual specifications was required on the two culverts, Stations 4879+75 and 4929+00.

Your proposed revised cement specifications were submitted to our Regional Office with the request that they be approved as a standard for general use. We are today in receipt of a letter from them, from which we quote as follows:

> " . . . we feel, however, that the specifications should be subjected to careful consideration and further proof of value before adoption as a standard for general use.
>
> "With this purpose in mind the following comments are made.
>
> "1. Autoclave test for soundness. Although it is reasonable to assume that consistency of volume in the autoclave may be related in general to soundness in the field, there are little or no data available at this time upon which to base a really significant specification limit. This applies particularly to the autoclave test now proposed by the Portland Cement Association, which is not the same as the original test developed some years ago by H. J. Force, or the procedure used by the Research Laboratory of the Association located at the Bureau of Standards.
>
> Committee C-1 of the American Society for Testing Materials, recognizing the need for additional data regarding the autoclave test, is sponsoring a cooperative series of tests to be made in eight laboratories and to

include tests on a large number of portland cements varying in composition. All of the information which we have been able to obtain regarding this test up to this time would indicate that the expansion limit of 0.8 percent set by the State is probably entirely too high to be of any real significance. Most portland cements as now manufactured show expansions very much less than this. It is suggested that the State defer the adoption of this requirement as a general standard until Committee C-1 reports on the results of the cooperative tests mentioned above. In the meantime the Bureau will be glad to have any information which the State may have obtained correlating the results of autoclave expansion tests with service records.

"2. Compound composition. Mr. Baldock's letter of April 1 would seem to indicate that experiments made by various organizations show a decrease in the resistance of concrete to frost action with an increase in the tricalcium aluminate content. We know of very little data substantiating this contention other than certain reports published by the Portland Cement Association. The Highway Research Board report of last year indicated no very definite trend, but such as it was, the trend was in exactly the opposite direction. The Bureau of Standards has never, so far as we know, published any data indicating such a relationship. In this connection, resistance of concrete to frost action should not be confused with resistance to alkali action, where it has been definitely shown that resistance does decrease with an increase in the alumina content.

"In view of the uncertainty now prevailing as to the significance of the value for tricalcium aluminate as computed theoretically, we would prefer to see chemical requirements stated as limiting percentages of the oxides rather than as potential compound composition. Additional requirements limiting the ratios of the percentages of the various oxides will accomplish the same purpose as the method of compound composition and has the advantage of not being open to attack upon theoretical grounds. This is the practice adopted by the Federal Specifications Executive Committee in connection with the newly revised specifications for portland cement recently adopted. These specifications are now being prepared in printed form and copies will be sent to the District Office and to the State when available."

The foregoing decision will not affect the work on Oregon FLH 3-B, since there is no Federal participation in the major structures, and the standard cement specifications were used on the culverts where Federal Aid is involved.

Very truly yours,

W. H. LYNCH
District Engineer

FORM D-M-1 1M 7-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
APR 26 1937
FOR FILING
Const Projects

RECEIVED
APR 26 1937
STATE HIGHWAY COMMISSION

April 23, 1937

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engr.

Dear Sir:

I am enclosing herewith my estimate of cost for the comparison of bids on the following projects:

East Unit of the Jordan Creek Section,
I.O.N. Highway in Malheur County

Burns-Buchanan Section of the Central
Oregon Highway in Harney County

Very truly yours

W. C. Williams

W. C. WILLIAMS
Division Engineer

WCW:MA

enc.

cc RH. Baldock

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

April 22, 1937

RECEIVED
APR 23 1937
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to our letter of April 13, 1937, regarding approval of P.S.& E. for Oregon Federal Lands project No. 3-E, the East Unit, Jordan Creek section of the I.O.N. Highway.

Will you please send us, at your early convenience, two additional prints of culvert plan sheets Nos. 5323 and 5386, as requested in that letter.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Sent [illegible]

Cemt
Projects

cc

FORM 5-B-1 4M 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

APR 8 1937
F[illegible] FILING

April 7, 1937

NOTED
C. B. McCullough

U. S. Bureau of Public Roads
Box 3900
Portland, Oregon

Gentlemen:

I am attaching hereto three copies of a specification for cement which we will include in the supplemental specifications for the bridges on the Jordan Valley Section of the I.O.N. Highway in Malheur County.

We are conducting an extensive investigation of the weathering of concrete structures on our highway system, and find that in the Eastern Oregon district where these structures are subjected to a severe climate that considerable weathering is taking place. This investigation is not completed and the factors which affect the rate of weathering are not fully determined. The results to date indicate almost conclusively that in some cases weathering is caused by a delayed unsoundness of cement which is not shown by the standard tests for cement now in use. The Portland Cement Association after several years of experimentation have recommended the adoption of the autoclave test which is included in this new specification attached.

Results of laboratory experiments made by the Bureau of Reclamation, the Bureau of Standards, the Portland Cement Association, and several of our universities bring out a decrease in the resistance of concrete to freezing and thawing action with an increase in the tricalcium aluminate composition of cement. We think it advisable to limit the amount of tricalcium aluminate as has been done in the latter part of this specification. The specification in this regard is practically identical with the Bureau of Reclamation specifications for the cement used in the Grand Coulee Dam, except that we have raised the allowable tricalcium aluminate from seven percent to ten percent. This specification is only proposed for this one project which is the only project at our next letting in that portion of the state subjected to severe freezing and thawing.

We are giving this matter further study and intend to work out a final specification to be applicable to all cement used in State Highway construction, which specification will be along the lines of the attached specification but perhaps modified in some details.

I would call your attention to the fact that this specification does not change any of the requirements for cement now included in our standard specification but is only an addition to the requirements which must be met.

I am sending you this specification in advance of the submission of this project for your information and study.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

GSP DK
Enclosures

cc R. H. Baldock
C. B. McCullough
H. G. Smith

FORM 9-A-1 [illegible] 10-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

Const
Branch
File

RECEIVED
MAR 18 1937
FOR FILING

March 15th, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. S. H. Probert
Office Engineer
O f f i c e

Dear Sir:

I am handing to Mr. O'Neil the specifications for the East Unit of the Jordan Creek Section on the I.O.N. Highway, accompanied by a letter of explanation from Mr. Williams. Please return Mr. Williams' letter for our files when you are through with it.

The 72" and 60" pipe culverts which Mr. Williams suggests are not standard construction, as a concrete box culvert is usually considered more efficient and relatively cheaper than twin pipes, and I see no reason why concrete work would be of prohibitive expense in this locality. This suggested installation should be carefully checked against the cost of the concrete box culvert before it is adopted.

The grade line at the crossing of Jordan Creek should be checked with the bridge design to see that no more fill height is used than required for clearance.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

[illegible] 1M 7-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISTER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
MAR 8 1937
FOR FILING

Const
Projects
Primary

March 3, 1937

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I am enclosing herewith estimate of cost, special provisions, statement of material sources on the East Unit of the Jordan Creek Section, I.O.N. Highway in Malheur County.

I am also enclosing a statement which shows the tabulation of those quantities through sections of private land which were government land at the time the survey was made and of which there may be some question as to whether this work should be classed as Federal lands or Private lands. In the summary and estimate of cost submitted, they are included with the Federal lands portions.

The reason for submitting new vicinity maps is that some changes in grade have been made at the suggestion of Mr. Paxson and as the quantities were rebalanced, we made up new vicinity maps entirely.

You will note that I have only specified the exact location of two gravel pits, which involve considerable haul. These two pits are all that we have been able to find and a search for gravel pits has been made by myself personally and by Resident Engineers Chandler and Morelock separately. It may be that additional suitable materials will be encountered during grading operations, but, of course, we can not specify any such possible deposits now.

At Station 4280, which is Rock Creek, I have stipulated twin 72 inch pipes. This may be somewhat of a departure from ordinary practice as I do not recall installing twin pipes of any such dimension in eastern Oregon. We find now that

Mr. H. G. Smith, Construction Engineer
Subject: Estimate of cost, special provisions, East Unit, Jordan Creek Section, I.O.N. Highway, Malheur Co.

during extreme Chinook prevalent in that vicinity, Rock Creek carries a tremendous amount of water for its size and from all evidence that we can discover, the measurements of the area of the waterway at the crossing is approximately 40 square feet during flood stage. In order to allow a fair degree of safety, I have specified the twin 72 inch pipes. I believe that a 5x8 concrete box culvert would serve probably as well, but due to the long haul on steel reinforcing and gravel, it appears that the cost of the box culvert would be approximately 25% more than the twin culvert pipes. The same is true at Jack Creek, Station 4610 although the pipes to be installed there are twin 60 inch pipes only. The measured area of flood stage of the water at this creek is approximately 30 square feet.

The estimate of cost for the Private lands portion is almost identical with the amount budgeted. The Federal lands portion, however, shows an estimate of cost of $7,000 in excess of the budgeted amount. I am unable to lower this estimated cost without leaving out a section and this can not readily be done. There should be a saving of approximately $5,000 in the engineering and contingency fund and also, it is possible that a somewhat lower bid will be received than I have estimated, which would bring the cost down to within the budgeted amount. I think it rather probable that a flat price bid of 27¢ or 28¢ a yard will be secured at the letting but I can not estimate such prices in an estimate of cost.

Of the two gravel pits to be used, one is located on government land and the entire 40 acres as shown by the sketch map submitted should be set aside as a gravel pit, not only for present use, but for future use. The other gravel pit is a portion of the extra right of way included at Jordan Creek. This extra right of way is to be used both for gravel and

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

Mr. E. G. Smith, Construction Engineer
Subject: Estimate of cost, special provisions, East Unit, Jordan Creek Section, I.O.N. Highway, Malheur Co.

Page 3
3-3-37

special borrow. It is intended to secure the special borrow in such a manner as to straighten the channel of Jorden Creek and thereby improve the flow of water at the highway crossing.

Very truly yours,

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock

FORM S.A.1

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISTER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
FEB 25 1937
FOR FILING

Const.
Projects
Primary

February 24th, 1937

Mr. E. C. Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

Dear Sir:

The Commission has approved the following amounts for the Owyhee River-Jordan Valley Sections:

Federal Lands Highway		$54,000
Private Lands	Grading	41,000
	Bridges	55,000
		$150,000

This is about $10,000 below your estimate for the Federal Lands Highway portion. Please give very careful consideration to the unit quantities and classification to see if the estimate cannot be reduced to this figure, as it is highly desirable to complete the entire section.

Plans and specifications may be submitted as soon as convenient.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

FORM 8-A-1 10M 10-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

FOR FILING

Const
Projects
Primary

February 18th, 1937

Mr. W. C. Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

NOTED
State Highway Engineer

Dear Sir:

It is deemed probable that the East Unit of the Jordan Creek Section will be placed under contract about May 1st, including both the Public and Private Lands. I would suggest that you get out the plans and specifications as soon as convenient.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

FORM 5-A-1 5M 7-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

3-E

Const
Projects
Bridge

December 8th, 1938

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. C. Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

Dear Sir:

The following is the estimate for the cost of the three bridges for the East Unit of the Jordan Creek Section of the I.O.N. Highway.

Jordan Creek Bridge	$25,000
Antelope Feed Canal 2 bridges at $4,000 each	8,000
Total for 3 bridges	$33,000

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

Dictated by
Chas. E. Low
R

cc to: R. H. Baldock ✓

NOTED
State Highway Engineer

CONTRACT#[redacted].1986

FA 181 E Quartz Creek Bridge 1937
Wolf Creek Highway
#1986

Form [illegible]

#1986

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

FA 181-E

RECEIVED
SEP 21 1939

Salem, Oregon
September 1, 1939

From: G. S. Paxson
Bridge Engineer

To: Mr. H. B. Glaisyer
Secretary

Subject: Quarts Creek Bridge

L. H. Hoffman, general contractor on the Quarts Creek Bridge job, contract number 1986, completed the project on July 1, 1939. Will you please secure authority from the Commission to pay the final estimate on this job.

G. S. Paxson
Bridge Engineer

By W A Reeves

W. A. Reeves
Bridge Office Engineer

:TH

OFFICE COPY

APPROVED BY HIGHWAY COMMISSION
DATE September 1, 1939
H B Glaisyer
Secretary

RECEIVED
SEP 1 1939
FOR FILE

FA 181-E

September 1, 1939

Maryland Casualty Company,
Hansen & Rowland, Inc., Agents,
Washington Building,
Tacoma, Washington.

Gentlemen:

You are hereby notified that State Highway Contract No. 1986, for the construction of a bridge over Quartz Creek near Elsie on the Wolf Creek Highway in Clatsop County, has been completed by the contractor, L. H. Hoffman, and that final settlement will be made by the State with said contractor for work done under said contract on or after September 11, 1939.

The State has been advised of a claim by the General Paint Corporation against Burnham & Burnham, subcontractors, for material furnished. The amount of the claim was not stated. You are advised that the State assumes no responsibility for the above claim or for any claims which may be filed against this project.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $159,600.68, including the final payment. Of this amount $242.80 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

Form E-30—8M—6-30

FA 181-E

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 14, 1939

From: Mr. G. S. Paxson
Bridge Engineer

To: Mr. C. B. McCullough
Assistant State Highway Engineer

Subject: Steel piling adjustment, Quartz Creek Bridge

Herewith a revised price agreement covering the adjustment for additional steel piling used at the Quartz Creek Bridge. A few days ago you approved a price agreement which covered this same item. The original draft, however, was so drawn as to be confusing to the Public Roads Administration's engineers who will review the agreement. I have rewritten the price agreement as per the attached, and I am destroying the first draft of the agreement.

G S Paxson

G. S. Paxson
Bridge Engineer

T E
McCullough

GSP CM
Attached

RECEIVED
[illegible]

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 8

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No.

FAP 181-E

August 8, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FAP 181-E, Quartz Creek Bridge, was made by a representative of this office on July 12, 1939. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Sr. Highway Engineer

Tron

#198

Form E-30—[illegible]

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 7, 1939

From: Mr. G. S. Paxson
Bridge Engineer

FA 181-E

To: Mr. R. H. Baldock
State Highway Engineer

Subject:

Herewith request for extension of time from Mr. L. H. Hoffman, contractor on the Quartz Creek Bridge on the Wolf Creek Highway in Clatsop County. The contract completion date for this structure was May 31, 1938. The structure was completed on July 1, 1939. During the winter of 1937 and 1938, a shut-down order was issued amounting to 113 days. During the winter of 1938-39, another shut-down order was issued for 150 days. There was also a delay of 8 days due to driving of an extra amount of piling over that shown in the contract. It is recommended that this time extension be granted without penalty for a total elapsed time of 271 days or until February 26, 1939, and that the contractor be assessed engineering costs incurred between February 26, 1939 and the completion date of July 1, 1939. The consent of the bonding company and the approval of the Public Roads Administration are attached hereto.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP CM
Attached
cc H. B. Glaisyer ✓

Quartz Creek Bridge—L. H. Hoffman, contractor—Contract No. 1986

#1986

HANSEN & ROWLAND INC.
GENERAL AGENTS
TACOMA - SEATTLE - PORTLAND
SURETY BONDS GENERAL INSURANCE
TACOMA, WASHINGTON

H. T. HANSEN, PRES.
I. C. ROWLAND, SECY

THIS COMMUNICATION IF SIGNED AS AGENT OR AGENTS SHALL BIND IN SUCH CAPACITY ONLY.
PLEASE ADDRESS ALL COMMUNICATIONS TO HANSEN & ROWLAND INC., NOT TO INDIVIDUALS.

FA 181 - E

EIVED
AUG - 3 1939
STATE HIGHWAY COM

August 1, 1939

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

RE: BOND NO. 46786 - L. H. HOFFMAN to STATE OF OREGON - Construction of steel viaduct over Quartz Creek on Wolf Creek Highway in Clatsop County, Oregon.

The Maryland Casualty Company, surety on the bond heretofore executed on behalf of L. H. Hoffman guaranteeing the performance of a certain contract entered into by L. H. Hoffman with the State of Oregon for the construction of 835 lineal feet of steel viaduct with 26 foot roadway and two 3½ foot sidewalks over Quartz Creek on the Wolf Creek Highway in Clatsop County, Oregon, hereby consents to the granting of an extension of time for the completion of the aforementioned contract to July 1st, 1939.

Yours very truly,

MARYLAND CASUALTY COMPANY

By

Attorney in Fact

HD

[illegible] Fact

PROJECT Oconta Creek Bridge
DESCRIPTION 838 L. Ft. Steel Viaduct
CONTRACTOR L. M. Hoffman
RESIDENT ENGINEER L. C. Mathias
CONTRACT AMOUNT $157,254.00 Incr. $8,191.94
DATE OF CONTRACT 6/5/37
WORK BEGUN 7/6/37
COMPLETION DATE 5/31/38
DATE COMPLETED
JOB 2164 CONTRACT 1938 F.A.P. 163-E

CONSTRUCTION [illegible]

[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1	7/25/37	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
2	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	6911.93
3	[illegible]	[illegible]	7,800.[illegible]	107.01	1131.[illegible]	[illegible]	[illegible]
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[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
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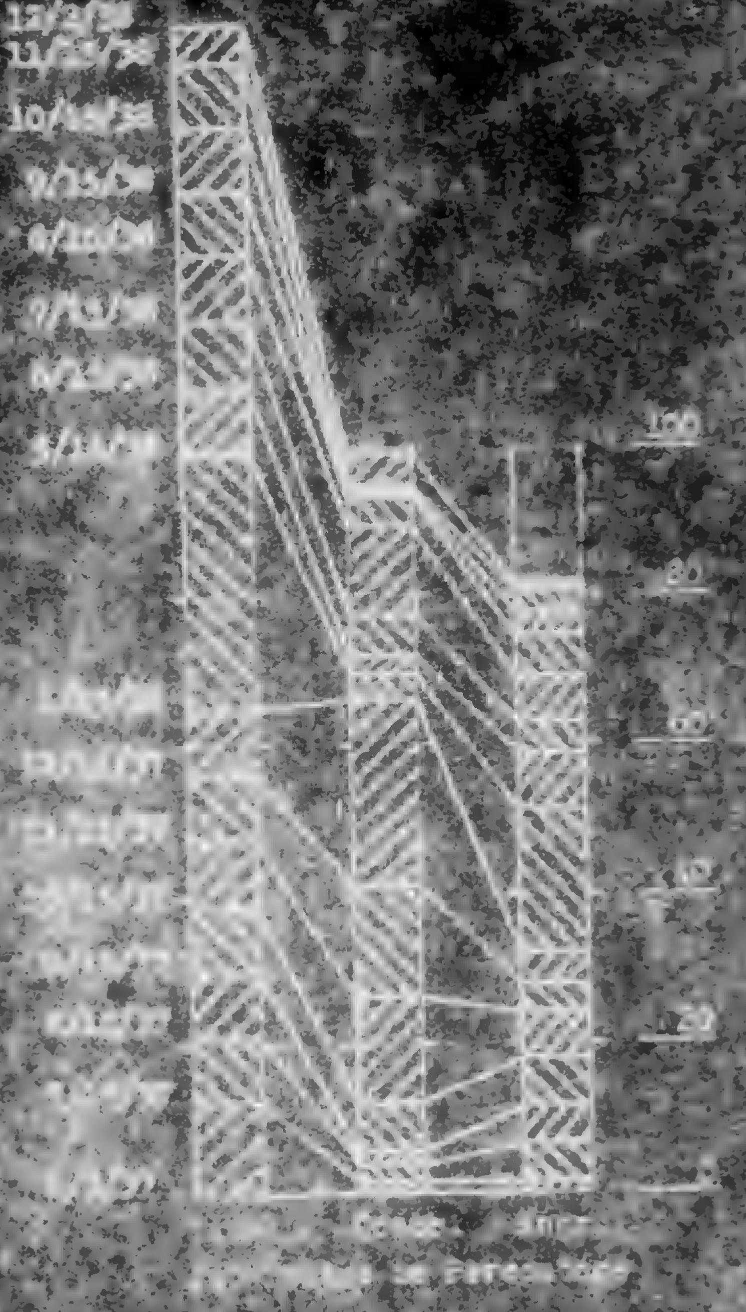
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]



#1986

RECEIVED
JAN 21 1939
FOR FILING

181-E

SALEM January 21, 1939

Maryland Casualty Company,
Hansen & Rowland, Inc. Agents,
Washington Building,
Tacoma, Washington.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to L. H. Hoffman on Contract No. 1986, for the construction of a bridge over Quartz Creek near Elsie on the Wolf Creek Highway in Clatsop County. This payment will be made on or after January 31, 1939.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FORM 8-2-1 1500 10-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

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DEC 6 1938
FOR FILING
181-E

File

NOTED
C. B. McCullough

December 2, 1938

Mr. L. H. Hoffman
715 S. W. Columbia Avenue
Portland, Oregon

Dear Sir:

Weather conditions are such that in our opinion it is not possible to secure a satisfactory paint job on the structural steel painting yet to be done on the Quartz Creek Bridge.

Upon receipt of this letter you will discontinue the painting of structural steel until further instructions from this office.

An extension of time sufficient to compensate for delays occasioned by this order will be recommended to the Highway Commission for approval.

It is our understanding that you are agreeable to this suspension of work, and that no claim for additional compensation will be submitted by you because of such suspension of work.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

C. S. Paxson
Bridge Engineer

[illegible]
cc R. H. Baldock ✓
Bureau of Public Roads
F. D. Mason
L. C. [illegible]

#1986
5

RECEIVED
NOV 16 1938
FOR FILING
121-2

November 14, 1938

MARYLAND CASUALTY COMPANY
Hansen & Rowland, Inc., Agent
Washington Building
Tacoma, Washington

Gentlemen:

We are in receipt of notice of claim by General Paint Corporation against L. H. Hoffman (amount not stated) in connection with the construction of a bridge over Quartz Creek on the Wolf Creek Highway, in Clatsop County, being State Highway Contract No. 1986.

Inasmuch as you are surety for the contractor on this job, we are notifying you of this claim, for your information and attention.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

cc - L. H. Hoffman

November 14, 1936

Mr. Jerry E. Bronaugh
Attorney at Law
Pacific Building
Portland, Oregon

Dear Sir:

We thank you for your letter of November 10, enclosing affidavit of claim of the General Paint Corporation against Burnham & Burnham, sub-contractors under L. H. Hoffman, on the Quartz Creek Bridge on the Wolf Creek Highway, in Clatsop County.

We have noted this claim in our records of this job and are today notifying the contractor and his surety thereof.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MEL

RECEIVED
NOV 12 1938
OREGON
STATE HIGHWAY COMMISSION

BRONAUGH
JERRY E. GEORGE E.
ATTORNEYS AT LAW
SUITE 431 PACIFIC BUILDING
PORTLAND, OREGON

November 10, 1938

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

I thank you very much for a copy of the contract and bond with Mr. L. H. Hoffman. I am enclosing you herewith the affidavit required by the statute entitling us to these documents.

Yours truly,

Jerry E. Bronaugh

JERRY E. BRONAUGH

JEB ak
Encl.

Acknowledge with Thanks

---

the construction of a bridge over Quartz Creek near Elsie on the Wolf Creek Highway, Clatsop County, Oregon.

This affidavit is made for the purpose of securing a copy of the contract and bond of Mr. Hoffman on said work.

J. F. Totten

Subscribed and sworn to before me this 10th day of November, 1938.

J E Bronaugh
Notary Public for Oregon.
My Comm. expires 2/14/40.

RECEIVED
NOV 12 1938
OREGON
STATE HIGHWAY COMMISSION

AFFIDAVIT OF

J. F. TOTTEN

STATE OF OREGON,)
: ss.
County of Multnomah,)

I, J. F. Totten, being first duly sworn, depose and say:

That I am in charge of the Credit Department of General Paint Corporation. That said corporation has furnished to Burnham & Burnham, subcontractors under L. H. Hoffman, Contractor, certain merchandise for the construction of a bridge over Quartz Creek near Elsie on the Wolf Creek Highway, Clatsop County, Oregon.

This affidavit is made for the purpose of securing a copy of the contract and bond of Mr. Hoffman on said work.

J. F. Totten

Subscribed and sworn to before me this 10th day of November, 1938.

Notary Public for Oregon.
My Comm. expires 2/14/40.

RECEIVED
NOV 10 1938
FOR FILING
7a/181-2

November 9, 1938

Mr. Jerry E. Bronaugh
Attorney at Law
Suite 431 Pacific Building
Portland, Oregon

Dear Sir:

This is to acknowledge receipt of your letter of November 4 advising that the General Paint Corporation has furnished material to a subcontractor on the Hoffman Construction Company Contract for bridge work on the Wilson River Highway and requesting a copy of such contract and bond.

You are advised that we have no record of a contract with the Hoffman Construction Company on the Wilson River Highway. However, Mr. L. W. Hoffman has a contract with this Commission for construction of a bridge over Quartz Creek near Elsie on the Wolf Creek Highway, in Clatsop County, and you no doubt mean this particular contract.

In accordance with your request, we have prepared a certified copy of this contract and have forwarded it to you by express.

You no doubt are aware that, when certified copies of contracts are furnished, it is necessary that an affidavit of claim be furnished first. We have forwarded this copy to you inadvance of such notice and will expect you to file the affidavit of claim within the next few days.

Very truly yours,

HBG:AM

Secretary

4-1013

#1986
Int.

RECEIVED
NOV 7 - 1938
STATE HIGHWAY COMMISSION.

BRONAUGH
JERRY E. GEORGE E.
ATTORNEYS AT LAW
SUITE 431 PACIFIC BUILDING
PORTLAND, OREGON

November 4, 1938

Department of Public Works
Salem, Oregon

Gentlemen:

General Paint Corporation of this city has furnished materials to a subcontractor of Hoffman Construction Company on a bridge on the Wilson River Cutoff. I have mislaid the number of the project, but you probably will know from Mr. Hoffman being the contractor which project it is. We are having some trouble over the bill, and it is probable that I will have to sue on the bond. Will you kindly send me, as the legal department of General Paint Corporation, a copy of the bond furnished by Mr. Hoffman. I believe the statute provides for this. I will be greatly obliged for your prompt attention to this request.

Yours truly,

Jerry E. Bronaugh K.
JERRY E. BRONAUGH

JEB ak

Dictated but not read.

20	work to do,this one of worst towers for concrete drip.One painter cont'd. on spotting handrail and rest of painters spotting shop coat towers 2-3-4
fair 21	WEDNESDAY: One man spotting on rail,will finish brown coat on rail with an air brush and also green coats.Cleaners finished tower 3 and started all 5 on tower 1.Rest of painters on tower 2,spotting shop coat(complete coat rod)
fair 22	THURSDAY: Cleaners continued on tower 1,rest of painters all on tower 2 except some work on retouching shop coat spotting on towers 4-3.No sign of material being shipped to build up pigment deficiency in green paint.
fair 23	FRIDAY: Cleaners on tower One and painters on tower 2,expect to start cleaning and spotting floor system next week.,and spray balance of rail brown coat. Green paint will wait till sample is tested after building up (OVER)
	lead and zinc,material not on job yet,but should be Monday.

This report is to be placed in the mails early enough so that it will reach the Bridge Engineer's Office not later than Monday a. m.

Resident Engineer.

NOTED
T.N. HACKETT

STATE PRINTING DEPT.

Form No. 283—4M—11-37

⑮ 181-9

RECEIVED
SEP 26 1938
DIVISION ENGINEER
DIVISION NO. 2

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

4-1018
Bridge No. 2164
County Clatsop
Week Ending 9/23

RESIDENT ENGINEER'S WEEKLY CONSTRUCTION REPORT

Name of Job Quartz Creek Bridge
Size of Force 0-10
Contractor L.H.Hoffman
Estimated Completion Date Oct.30

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

Day of month	
fair 17	SATURDAY: No work
fair 18	SUNDAY: No work
Fair 19	MONDAY: Four painters working.one on touching up brown coat on handrail rest spotting shop coat at tower 2.Five men cleaning.on bottom of tower 3 and tower 1.
fair 20	TUESDAY: Checked cleaning on lower sections at tower 3.and had some more work to do.this one of worst towers for concrete drip.One painter cont'd. on spotting handrail and rest of painters spotting shop coat towers 2-3-4
fair 21	WEDNESDAY: One man spotting on rail.will finish brown coat on rail with an airbrush and also green coats.Cleaners finished tower 3 and started all 5 on tower 1.Rest of painters on tower 2.spotting shop coat(complete coat rqd)
fair 22	THURSDAY: Cleaners continued on tower 1.rest of painters all on tower 2 except some work on retouching shop coat spotting on towers 4-3.No sign of material being shipped to build up pigment deficiency in green paint.
fair 23	FRIDAY: Cleaners on tower One and painters on tower 2.expect to start cleaning and spotting floor system next week..and spray balance of rail brown coat. Green paint will wait till sample is tested after building up lead and zinc,material not on job yet,but should be Monday.

(OVER)

This report is to be placed in the mails early enough so that it will reach the Bridge Engineer's Office not later than Monday a. m.

Resident Engineer.

NOTED
[illegible] HACKETT

STATE PRINTING DEPT.

RECEIVED
MAR 2 1938
FOR FILING

7a 181-E

February 23, 1938

Mr. G. S. Paxson
Bridge Engineer
OFFICE

Dear Sir:

I am returning to you herewith two copies of the agreement between the State Highway Commission, L. H. Hoffman and the Northwest Equipment Company covering advance payment for steel stored at the fabricating plant at Vancouver, Washington, pending use in Mr. Hoffman's Quartz Creek Bridge contract. These are being returned to you, as per your request, for disposal. The original of the same I have retained for the Commission's records and files.

Very truly yours,

Secretary

HBG:AM

incl. 2

12-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

January 29, 1938

Mr. H. B. Glaisyer
Secretary
Office

Dear Sir:

Attached hereto are three copies of an agreement between the Highway Commission and L. H. Hoffman, regarding advance payment for structural steel for the Quartz Creek Bridge stored at the fabricating plant at Vancouver, Washington.

These agreements have been signed by the contractor L. H. Hoffman and are ready for execution by the Commission. After these are executed by the Commission please attach one copy to the original contract in your files and return the rest to this office.

Very truly yours,

G S Paxson

G. S. Paxson
Bridge Engineer

GSP DK
Att.

REFERRED TO
Mr Baldock
BY SECRETARY

to approve before presenting
to Commission
HBG

A

[illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

4h

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
FOR

181-E

February 14, 1938

Mr. H. B. Glaisyer
Secretary
O-f-f-i-c-e

Dear Sir:

I am attaching for the approval of Mr. Baldock and of the commission voucher No. 2494 for $35,931.25, in favor of L. H. Hoffman, covering estimate 7 on contract 1986.

I am also forwarding for your information copies of Mr. Paxson's letters of February 4 to Mr. Hoffman and to myself, which I believe are self-explanatory.

Yours respectfully,

Carl F. Smith
Auditor

CFS:IS
Encl.

[illegible]IONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
Bridge Department
SALEM

February 4, 1938

IN REPLY PLEASE
REFER TO FILE NO.

Mr. Carl Smith
Auditor
Office

COPY

Dear Sir:

Attached find estimate No. 7 for the Quartz Creek Bridge, Contract No. 1986. Payment on this estimate is contingent on the Commission's approval of an agreement covering the special advance on structural steel shown as the last item on this estimate.

In order to expedite payment we want to present both the voucher and the agreement to the Commission at the same time. We have informed the contractor that you are forwarding the estimate for his endorsement. When this estimate is returned from the contractor please inform Mr. Glaisyer that it is not to be presented to the Commission if they turn down the special agreement covering the payment. This agreement has been turned over to Mr. Glaisyer for the Commission's action.

Very truly yours,

(Signed) G. S. Paxson
Bridge Engineer

CAG DK
Att.
cc H. B. Glaisyer

MISSIONERS
ENRY F. CABELL, CHAIRMAN, PORTLAND
E. . ALDRICH, PENDLETON
F. . YOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM
G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
Bridge Department
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

February 4, 1938

Mr. L. H. Hoffman
715 S. W. Columbia Avenue
Portland, Oregon

COPY

Dear Sir:

Our auditing office is forwarding Estimate No. 7 covering payment for structural steel stored at the fabricating plant. This estimate has been approved by this office, contingent on the Commission's approval of the special agreement covering this special payment.

In order to expedite payment we intend to present the Special Agreement and the estimate voucher to the Commission at the same time. In view of this please endorse and return the voucher to our auditor as soon as possible.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

CAG DK
cc Carl Smith
H. B. Glaisyer

FORM B-S-1 5M 12-37

COMMISSIONERS

HENRY F. CABELL, CHAIRMAN, PORTLAND

E. B. ALDRICH, PENDLETON

F. L. TOU VELLE, JACKSONVILLE

[illegible]

H. B. GLAISYER, SECRETARY

R. H. BALDOCK

STATE HIGHWAY ENGINEER

G. S. PAXSON

BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION

BRIDGE DEPARTMENT

SALEM

181-E

February 4, 1938

Mr. L. H. Hoffman
718 S. W. Columbia Avenue
Portland, Oregon

Dear Sir:

Our auditing office is forwarding Estimate No. 7 covering payment for structural steel stored at the fabricating plant. This estimate has been approved by this office, contingent on the Commission's approval of the special agreement covering this special payment.

In order to expedite payment we intend to present the Special Agreement and the estimate voucher to the Commission at the same time. In view of this please endorse and return the voucher to our auditor as soon as possible.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

GAS BK
cc Carl Smith
H. B. Glaisyer

NOTED
H B GLAISYER

FORM B-E-1 2M 12-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

February 4, 1938

181-E

Mr. Carl Smith
Auditor
Office

NOTED

Dear Sir:

Attached find estimate No. 7 for the Quartz Creek Bridge, Contract No. 1908. Payment on this estimate is contingent on the Commission's approval of an agreement covering the special advance on structural steel shown as the last item on this estimate.

In order to expedite payment we want to present both the voucher and the agreement to the Commission at the same time. We have informed the contractor that you are forwarding the estimate for his endorsement. When this estimate is returned from the contractor please inform Mr. Glaisyer that it is not to be presented to the Commission if they turn down the special agreement covering the payment. This agreement has been turned over to Mr. Glaisyer for the Commission's action.

Very truly yours,

G. S. Paxson
Bridge Engineer

GAS IK
Att.
cc H. B. Glaisyer

NOTED
H. B. GLAISYER

FORM 2-K-1 1900 10-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

181-E

January 12, 1938

Mr. C. B. Paxson,
Office.

NOTED
State Highway Engineer

Dear Sir:

In response to your letter of January tenth relative to the suspension of work by order of the State Highway Commission, which work is covered by a contract between the State and L. H. Hoffman and involves the construction of a bridge over Quartz Creek in Clatsop County, and in which letter you inquire as to whether or not the contractor is entitled to additional time within which to complete his contract, predicating the request for additional time upon a suspension of the work by order of the Commission or Highway Engineer, I give it as my opinion that under the provisions of the contract and any reasonable construction of the same the contractor would be entitled to an extension of time.

Section 1048 of the General Provisions of the contract vests in the Engineer authority to suspend the work wholly or in part for such period or periods as he may deem necessary due to unsuitable weather or such other conditions as are considered unfavorable for the prosecution of the work.

Section 1049 of the General Provisions provides that extensions to the contract time may be granted if the satisfactory execution of the contract shall require work or materials in greater amounts or quantities than those set forth in the plans. The same contract provision goes on to say: "Extensions to the contract time may be granted for other reasons at the discretion of the Commission." The only prohibition in the provision against the allowance of additional time is when the contract has been suspended or delayed due to the fault of the contractor.

Manifestly, it would not be fair for the Commission to suspend the contract because it was not to the interest of the State to have the work go on and then penalize the contractor. In my opinion the rules and principles of equity would not permit of such a construction of the authority of the Commission and would not sanction a procedure of that kind. It is therefore my opinion that, when because of no fault of the contractor but merely for the benefit of the State the work is suspended, the time within which to complete the contract should be extended for a like period.

Yours very truly,

J. M. DEVERS

JMD:PW
cc R. H. Baldock
H. G. Smith
W. H. Lynch

3-E-1 4M 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
APR 5 1938
FOR FILING

January 11, 1938

181-E

Mr. L. H. Hoffman
715 S. W. Columbia Avenue
Portland, Oregon

NOTED
State Highway Engineer

Dear Sir:

Herewith four copies of a supplementary agreement covering the payment for structural steel fabricated and held in storage by the Northwestern Equipment Company at Vancouver, Washington. Please execute three copies of this agreement and secure the signatures of the Northwestern Equipment Company and of your surety company, and return these three agreements to this office.

The bill of sale required under the agreement is to be a regular bill of sale adequately describing the structural steel and its place of storage. I would suggest that the fire insurance be made in the amount of $35,000. This is arrived at by taking your contract price of $.084 per pound for the steel and deducting therefrom items of $.003 for haul and $.013 for erecting, riveting, and painting, leaving a base figure of $.068. Ninety per cent of this is $.0612. Using a figure of 630,000 pounds in storage at Vancouver, this amounts to $38,756. An eighty-five per cent payment on this would be $32,942.60.

We are requesting our inspectors to check the weight of steel held in storage at Vancouver and the above figures are approximate only and subject to correction dependent upon the inspectors' report.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

GSP IK
Enclosures
cc J. M. Devers
R. H. Baldock ✓

AGREEMENT

THIS AGREEMENT made and entered into this ____________ day of January, 1936, by and between the STATE OF OREGON, by and through its State Highway Commission, hereinafter called the "State", party of the first part, and L. F. HOFFMAN, hereinafter called the "Contractor", party of the second part; and the NORTHWEST EQUIPMENT COMPANY, a Washington corporation, hereinafter called the "Company", party of the third part;

WITNESSETH:

RECITALS:

1. That the party of the first part and the party of the second part have heretofore entered into an agreement in writing whereby the Contractor agreed to furnish all necessary machinery, tools, apparatus, materials and labor to complete the construction of 835 lineal feet of steel viaduct with 24-foot roadway and two 3½-foot sidewalks over Quartz Creek on the Wolf Creek Highway in Clatsop County.

2. All structural steel necessary for said project has been fabricated. Approximately 350,000 pounds of said structural steel has been delivered to the site of the work. The remainder, approximately 629,000 pounds, is now stored on the premises of the Northwest Equipment Company, party of the third part to this agreement.

3. Because of unfavorable weather conditions the Contractor has requested, which request has been granted by the State, that he be relieved from carrying on said work until weather conditions are more favorable, and it is admitted that such request and the granting of the same is in the interest of both the Contractor and the State.

4. Said original agreement further provides that allowance may be made in partial payment for materials delivered and held upon the work and provides a method of computing such allowance.

5. Because of the fact that work on said project by mutual arrangement of the Contractor and the State has been temporarily shut down because of unfavorable weather conditions, and because of the fact that the structural steel has been fabricated but because of unfavorable road conditions it is not deemed advisable to deliver the remainder of said structural steel to the job at this time, the Contractor has requested that for the purpose of making possible a partial payment the State take title and possession of the said structural steel under the conditions and provisions hereinafter set out.

6. Because of the facts heretofore recited, it is mutually agreed that the original contract may be modified to the extent herein set out but not otherwise.

NOW, THEREFORE, the premises being in general as stated in the foregoing recitals, it hereby is mutually agreed as follows:

THINGS TO BE DONE BY THE CONTRACTOR:

1. The Contractor shall by bill of sale deliver title and possession of the structural steel now fabricated and stored on the premises of the Northwest Equipment Company at Vancouver, Washington, to the State of Oregon and shall, as soon as weather conditions permit and the said job is ordered by the Highway Commission to go forward, deliver said structural steel to the job and incorporate the same in the project according to the provisions of said original contract, and should, in the meantime, the said structural steel be destroyed, lost or damaged the Contractor shall provide and deliver to the job at his own expense the equivalent of such commodity.

2. Furnish to the Highway Commission adequate fire insurance on said structural steel at least in an amount equal to the amount of the payment made thereon by the State.

3. When work on said job is renewed by order of the Highway Commission the Contractor shall, as stated herein and at his own expense, deliver said structural steel or its equivalent to the job in good condition and in conformance with the provisions and specifications of said original agreement and incorporate the same in the job.

THINGS TO BE DONE BY THE STATE:

1. Compute, allow and pay to the Contractor at this time an amount of money equal to the amount of money which would be payable to the Contractor under the terms and provisions of said original agreement had said material been delivered on the job.

2. Accept title to and possession of said structural steel where now stored on the premises of the Northwest Equipment Company, but acceptance of such title and possession shall not relieve the Contractor of his obligations under his said original contract to deliver to the job and incorporate therein the said structural steel, or its equivalent in the event of loss or damage thereto.

THINGS TO BE DONE BY THE EQUIPMENT COMPANY:

1. Store on the premises of the said Company the said materials and afford and give all reasonable protection to the same to insure against loss or damage, all of which service shall be without cost or expense to the State of Oregon.

GENERAL CONDITION:

It is mutually agreed that this supplemental agreement shall be attached to the original agreement and shall become a part thereof and to the extent set out herein the said original agreement shall be deemed modified, but only to the extent herein set out and not otherwise; and it is expressly agreed that nothing in this supplemental agreement shall relieve the Contractor of his obligation to furnish all of the labor, apparatus, tools, machinery and materials necessary for the completion of the job and project covered by said original agreement, which said original agreement is designated in the State Highway Department records as Bridge 2164, Contract No. 1936.

IN WITNESS WHEREOF, the parties hereto have subscribed their names and affixed their respective seals the day and year first above written.

STATE OF OREGON, by and through
its State Highway Commission,

ATTEST:

By____________________
As Chairman

____
Secretary

APPROVED:

By____________________
As Commissioner

____
State Highway Engineer

By____________________
As Commissioner

Party of the First Part

Executed in the presence of:

____

____

____
Party of the Second Part

NORTHWEST EQUIPMENT COMPANY

Executed in the presence of:

By____________________

____

By____________________

____

Party of the Third Part

The undersigned surety company, being the surety on the original contract referred to in the foregoing supplemental agreement, hereby consents to the making of the foregoing supplemental agreement and expressly agrees that the same may be attached to said original agreement and may to the extent provided in the said supplemental agreement modify the original agreement, and that such modifications shall in nowise relieve the surety company, or its principal, from any of the provisions or obligations contained in said original agreement.

Dated this ______________ day of January, 1938.

____

____

EM 12-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

January 4, 1938

Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

Mr. L. H. Hoffman was in this office Friday of last week and asked that we reconsider our decision not to allow payment for the structural steel for the Quartz Creek Bridge which is fabricated and held in storage at the fabricator's shop in Vancouver, Washington. He has offered to give the state a bill of sale on this material and to provide fire insurance on it.

I pointed out to him that our specifications provide for payment for materials delivered at the site but agreed to resubmit the matter to you for such action as you care to take.

Very truly yours,

G S Paxson

G. S. Paxson
Bridge Engineer

GSP DK
Att.

[illegible] -
This is for your
files.
RHP.

n. 3, 1938

RECEIV
JAN 4 1938

Re: Quartz Creek Bridge

Attention: Mr. Paxson

Gentlemen:

Pursuant to my discussion with you and Mr. Devers in Salem on Dec. 30th, am writing to ask that further consideration be given by the Highway Commission to paying us our cost price for the fabricated steel for the above bridge now stored at the plant of the Northwestern Equipment Co. in Vancouver, Washington. It is my understanding that this steel has been inspected and passed by your inspectors.

Our records show the following amount of steel at the plant:

274,995 lbs. Carbon Steel	@ $.06	$16,499.70
353,742 lbs. Silicon "	@ $.056	19,809.55
		36,309.25
628,737 lbs.		
Less Cartage - 628,737 lbs.	@ $.23 per cwt	1,446.09
		$34,863.16

Through no fault of ours, the severe rainfall this winter has made the new grade to the bridge site impassible for hauling steel materials. It may be some time in April or May before this grade can be put in shape for hauling.

While the contract does not provide for payment for materials not delivered on the site, such a contingency as the above was never considered, and it is working a hardship on us as well as our steel fabricator to have to wait until the grade is repaired.

As I told you, in order that the State may be fully protected, we can give it a bill of sale covering this material and will have same covered by fire insurance, so that no damage can occur.

In view of the above facts, we would again request that payment be made for the fabricated material now at the plant in Vancouver.

Very truly yours,

LHHoffman

LHH:R

L. H. HOFFMAN
BUILDING CONSTRUCTION
715 S. W. COLUMBIA STREET
PORTLAND, OREGON

Jan. 3, 1938

RECEIV
JAN 4 1938
[illegible]

Oregon State Highway Commission
Salem, Oregon

Re: Quartz Creek Bridge

Attention: Mr. Paxson

Gentlemen:

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			36,309.25
628,737 lbs.			
Less Cartage - 628,737 lbs.		@ $.23 per cwt	1,446.09
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In view of the above facts, we would again request that payment be made for the fabricated material now at the plant in Vancouver.

Very truly yours,

L H Hoffman

LHH:R

FORM 2-2-1 1M 11-37

[illegible]
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

187-8

RECEIVED
JAN 5 - 1938
OREGON
STATE HIGHWAY COMMISSION

605 Weatherly Bldg.
January 3, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: M. H. Milner

Dear Sir:

I received a copy of your letter of December 31st to Mr. Speaker concerning extra work orders on the Bonneville-Eagle Creek Project, Contract No. 1986.

Order No. 1 covered clearing for filler pit at the west end of the project. Right of way was not secured and no work was performed. Order No. 2 was for clearing the stockpile site at M.P. 41.6. The contractor's bill was for $75.82, which completed this work. Order No. 3 and Order No. 4 were written up but no work was performed thereunder. No. 3 was for digging shafts back of the retaining wall to improve drainage and No. 4 was for clearing a stockpile site at M.P. 41.75 east of Orino's job.

No work was performed by the contractor under either of these orders and our records do no indicate that No. 3 was ever submitted to the Salem office.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
C. B. Speaker
Paisley, Ore.

181 E

RECEIVED
JAN 3 1938
FOR FILING

/

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon F.A.P. 181-E
Quartz Creek section
Wolf Creek Highway

December 31, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the modified project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Highway Engineer

Encls.

Jcr

A4pr 30134

Section E,
Oregon Federal Aid Project No. 181

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on December 17, 1936, by the Oregon State Highway Commission, and on January 11, 1937, by the Secretary of Agriculture, as amended by "Modification of Project Agreement", signed on August 30, 1937 by the said State Highway Commission, and on October 22, 1937 by the Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Section E of Oregon Federal Aid Project No. 181; and

WHEREAS, the said Oregon State Highway Commission has requested approval of a revision of the plans, specifications and estimate approved for said Section E to provide for the construction of a bridge and approaches across the South Fork of Quartz Creek, thereby increasing its length from 0.747 of a mile to 0.756 of a mile; and by reason thereof has requested that the estimate of cost approved for said Section E be increased from $259,109.00 to $268,909.00, and that the Federal funds approved and set aside to the credit of said Section E be increased from $158,060.00 to $164,040.00:

NOW, THEREFORE, It is hereby mutually agreed by and between the said Oregon State Highway Commission and the Secretary of Agriculture that the plans, specifications and estimate approved for said Section E be revised in the manner above indicated, and that the said project agreement be further amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimate and the sum of one hundred sixty-four thousand, forty and 00/100 dollars ($164,040.00) as the share of the United States payable under said act on account of Section E of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:"

Article II shall read:

> "Article II. This agreement covers the following road as described in detail in said surveys, plans and specifications:
>
> "Between survey station 792+25 in the NW 1/4 of Section 11, T. 4 N., R. 7 W., W. M., and survey station 844+30, in the NE 1/4 of Section 14, T. 4 N., R. 7 W., W. M., (excepting therefrom those portions between survey stations 800+60 and 809+10, and between survey stations 809+60 and 813+20), length 0.756 of a mile, in Clatsop County, being Section E of Oregon Federal Aid Project No. 181, consisting of 0.593 of a mile of roadway and two bridges, each of more than 20 feet clear span, 0.163 of a mile in length."

Article IV shall read:

> "Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section E of said project shall not in any event exceed the sum of one hundred sixty-four thousand, forty and 00/100 dollars ($164,040.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of two hundred sixty-eight thousand, nine hundred nine and 00/100 dollars ($268,909.00), the approved total estimated cost of Section E of said project."

Except as herein specifically modified, the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the State Highway Commission of Oregon on the 26th day of November, 1937, and the Secretary of Agriculture on the 15th day of December, 1937

OREGON STATE HIGHWAY COMMISSION

By Henry F Cabell
Chairman, State Highway Commission

By E B Aldrich
Member, State Highway Commission

By F L TouVelle
Member, State Highway Commission

SECRETARY OF AGRICULTURE,

By H J O'Leary
Acting Chief, Bureau of Public Roads.

Section E,
Oregon Federal Aid Project No. 181

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Project No. 181-E, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 268,909.00 in lieu of the $158,060.00 approved by Certificate of October 22, 1937, as the total estimated cost of said project, and the sum of $ 164,040.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 15th day of December one thousand nine hundred and thirty-seven

SECRETARY OF AGRICULTURE,

By
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 8—[illegible]

FORM 5-B-1 4M 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
DEC 2 1937

181 E

December 20, 1937

Hoffman Construction Company
715 S. W. Columbia Avenue
Portland, Oregon

NOTED
State Highway Engineer

Re: Quartz Creek Bridge
FAP 181-E

Gentlemen:

This is in reply to your letter of December 9th requesting permission to discontinue work on the Quartz Creek Bridge until suitable weather next spring. We will grant this request on account of the hazardous working conditions in the erection of structural steel during inclement weather and on account of the probable damage to our highway roadbed which is being used as a hauling road to give access to the site. It is anticipated that work will be resumed sometime in March. An extension of time in an amount sufficient to compensate for the delay occasioned by this suspension of work will be recommended to the Highway Commission for approval.

This request is granted with the understanding that no claim for any additional cost to the work due to this suspension will be presented by your company.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

GSP DK
cc R. H. Baldock ✓
F. D. Mason
H. G. Smith
L. C. Smitten
Bureau of Public Roads - 2

FORM 401 P. 4-36 10M

#1986

RECEIVED
OCT 26 1937
FOR FILING

181-E

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

ATWATER 9821

6TH FLOOR YEON BUILDING
Portland, Oregon

RECEIVED
OCT 26 1937
OREGON
STATE HIGHWAY COMMISSION

October 25, 1937

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

RE: L. H. HOFFMAN
Elsie, Oregon

It is our understanding that Mr. Hoffman has been awarded a contract for the construction of a bridge across the Nehalem River.

Inasmuch as we anticipate furnishing petroleum products on this operation we shall greatly appreciate your completing the attached contractor's questionnaire and return to this office in the enclosed business reply envelope.

Yours very truly,

UNION OIL COMPANY OF CALIFORNIA

D. E. Nichols

District Credit Supervisor

LH:B
Encls

FORM 8-E-1 4M 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
OCT 7 1937
FOR FILING
181-E

October 5, 1937

Mr. L. E. Hoffman
715 S. W. Columbia Ave.
Portland, Oregon

NOTED
State Highway Engineer

Dear Sir:

Your letter of October 4th concerning the condition of the newly graded section of the Wolf Creek Highway adjacent to the Quartz Creek Bridge has already been answered by Mr. Eason under date of October 4th.

We feel that the question of access to this bridge site is definitely covered in the "Hauling Road" specification. The state can not expend money in maintaining an uncompleted road and one which is not open to general travel unless such maintenance had been specifically covered in a contract agreement. We regret that this slide has caused you inconvenience or additional expense but believe that our position in the matter is fully in accord with the contract provisions.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

GSP DK
cc F. D. Eason
R. H. Baldock

RECEIVED
JUN 22 1937
FOR FILING

171-E

June 21, 1937

L. H. Hoffman
715 S. W. Columbia Street
Portland, Oregon

Dear Sir:

By express we are forwarding to you a fully executed copy of contract No. 1986, awarded to you on June 3, 1937, for the construction of a bridge over Quartz Creek on the Wolf Creek Highway in Clatsop County.

This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

HI

RECEIVED
1 6 1937
FILING

181-E

HANSEN & ROWLAND INC.
GENERAL AGENTS
TACOMA - SEATTLE - PORTLAND
SURETY BONDS GENERAL INSURANCE
TACOMA, WASHINGTON

H. T. HANSEN, PRES.
I. C. ROWLAND, SECY.

RECEIVED
1937
OREGON
STATE HIGHWAY COMMISSION

June 14, 1937

THIS COMMUNICATION IF SIGNED AS AGENT OR AGENTS SHALL BIND IN SUCH CAPACITY ONLY.
PLEASE ADDRESS ALL COMMUNICATIONS TO HANSEN & ROWLAND, INC., NOT TO INDIVIDUALS.

Oregon State Highway Commission
Salem, Oregon

RE: BOND NO. 46786 - L. H. HOFFMAN to STATE OF OREGON - Construction of steel viaduct over Quartz Creek on the Wolf Creek Highway in Clatsop County, Oregon.

Gentlemen:

We are forwarding to you today, via Railway Express, four executed copies of the above contract and bond, which we trust you will find in order.

Kindly return copy of the bond and contract for the surety company to Hansen & Rowland, Inc., 201 Washington Building, Tacoma, Washington.

Thanking you, we are

Very truly yours,

HANSEN & ROWLAND, INC.
General Agents
By F Tunnard
Surety Bond Department

MF

RECEIVED
JUN 23 1937

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No. 181-E

[illegible] 37
STATE HI[illegible] [illegible]MISSION

June 3, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. 181-E, Quartz Creek Bridge on the Wolf Creek Highway, to L. H. Hoffman, Portland, Oregon, who submitted the low bid of $159,234.00.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Highway Engineer

Lon

CONTRACT# 1887

FA 147-BCDFG Horse Ridge-Brothers 1937
Sec., Central Oregon Hwy.

1987

RECEIVED
AUG 6 1942
FOR FILING

147 BCDFG

August 6, 1942

Maryland Casualty Company
Hansen & Rowland, Inc.
Washington Building
Tacoma, Washington

Gentlemen:

You are hereby notified that state highway contract No. 1987 for grading, surfacing and oiling the Horse Ridge-Brothers Section of the Central Oregon Highway, in Deschutes County, has been completed by the contractor, McNutt Brothers, and that final settlement will be made on or after August 17, 1942.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above-mentioned contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $92,779.56, including final payment, of which $120.83 is for force account work. This contract was completed on June 15, 1938, and was accepted by the Commission on June 30, 1938.

Very truly yours,
STATE HIGHWAY COMMISSION

By

AM

Secretary

NOTED
D. G. DeSart

FORM 515-1 10M 3-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
OCT 26 1938
FOR FILING

147-B
1987

NOTED
State Highway Engineer

October 24, 1938.

Mr. Robert B. Gould,
Resident Engineer,
Bend, Ore.

Dear Sir:

The stationing of the easterly limit of Federal Aid #147B and the Westerly limit of Federal Aid #137C on the Central Oregon Highway is 1083+00.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas E. Low
H
CC to
R.H. Baldock
W. E. Chandler

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
22 1937
OREGON
STATE HIGHWAY COMMISSION

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon F.A.P. Nos. 147-B , [redacted]
Central Oregon Highway

147-B

September 21, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the modified project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Canfield
L. J. Canfield
Highway Engineer

Encls.

Tro-

Section B
Oregon Project No. 147

Agr. 6453

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on January 16, 1930, by the State Highway Commission of Oregon, and on February 8, 1930, by the Acting Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Section B of Oregon Project No. 147; and

WHEREAS, the plans and specifications previously approved for said Section B provided for the construction of 8.385 miles of graded roadway, in Deschutes County, for which the estimate approved was $63,501.90, and $39,147.58 Federal funds were set aside to the credit of said Section B; and

WHEREAS, the construction of said Section B in accordance with the plans and specifications previously approved has been completed, finally inspected, and accepted, at a total cost of $60,654.90, and voucher in the sum of $37,311.85 has been passed for payment as the share of the Federal Government on said Section B; and

WHEREAS, the said State Highway Commission of Oregon now requests a reopening of said Section B and a revision of the plans, specifications and estimate approved therefor to provide for reconstruction and road-mix surfacing of the portion of the project between survey stations 639+60 and 878+36.6, at an estimated cost of $25,334.00;

and by reason thereof has requested that the estimate of cost approved for said Section B be increased from the previous actual cost of $60,654.96 to $85,988.96, and that the Federal funds approved and set aside to the credit of said Section B be increased from the previous actual payment of $37,311.85 to $52,771.85:

NOW, THEREFORE, It is hereby mutually agreed by and between the said State Highway Commission of Oregon and the Secretary of Agriculture, that the plans, specifications and estimate approved for said Section B be revised in the manner above indicated, and that the said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimate and the sum of fifty-two thousand, seven hundred seventy-one and 85/100 dollars ($52,771.85) as the share of the United States payable under said act on account of Section B of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:"

Paragraph (a) of Article III shall read:

> "(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost."

Article IV shall read:

> "Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B of said project shall not in any event exceed the sum of fifty-two thousand, seven hundred seventy-one and 85/100 dollars ($52,771.85), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of eighty-five thousand, nine hundred eighty-eight and 96/100 dollars ($85,988.96), the approved total estimated cost of Section B of said project."

The second paragraph of Article V shall be and is hereby stricken out.

Except as herein specifically modified the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the Oregon State Highway Commission on the 19th day of July, 1937, and the Secretary of Agriculture on the 31st day of August, 1937.

OREGON STATE HIGHWAY COMMISSION

By Henry F. Cabell
Chairman, State Highway Commission

By
Member, State Highway Commission

By
Member, State Highway Commission

SECRETARY OF AGRICULTURE,

By H.W. Leary
Acting Chief, Bureau of Public Roads

Section B, Oregon Project No. 147

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. 147-B, State of Oregon.

Second. That in accordance with said provisions I have approved the sum of $85,088.96 as the total estimated cost of said project, and the sum of $52,771.85/ in lieu of the previous actual payment of $37,311.85 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 31st day of August one thousand nine hundred and thirty-seven

SECRETARY OF AGRICULTURE,

By H. G. Leary
Acting Chief, Bureau of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE 8—4280

F

147-B

July 19, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith two signed copies of project agreement for the Horse Ridge-Dry River Section, FA Project No. 147-B.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

(Stencil #28)

IN YOUR REPLY PLEASE
REFER TO FILE NO. Oregon FAP No. 147-B
Horse Ridge-Dry River Section
of the Central Ore. Hwy.

July 12, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

RECEIVED
JUL 13 1937
OREGON
STATE HIGHWAY COMMISSION

Dear Sir:

We are forwarding herewith two copies of proposed modified project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the modified agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. C. Caufield
Highway Engineer

JUL 29 1937
FOR FILING
147-B

June 26, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Horse Ridge-Dry River Section, FA Project No. 147-B.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

J. W. Nash
Asst. Office Engineer

JWN:MB

Encl.

Oregon State Highway Department Federal Aid Project No. 147-B

HORSE RIDGE-DRY RIVER SECTION OF THE CENTRAL OREGON HIGHWAY IN DESCHUTES COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 18, 1937

COMPLETED FEDERAL AID WORK

Final Cost- $ 64,318.58
Regular Federal Aid Funds - - - - - - - - - - - - - - - - $ 38,360.48
Emergency Construction Highway Funds- - - - - - - - - - $ 2,446.69
Length- 8.385 miles

NEW WORK

(Sta. 639+60 to 878+36.6)

10	cu. yds.	Trench Excavation	$ 2.00	$ 20.00
8,600	cu. yds.	Common Excavation	0.20	1,720.00
100	yd. mi.	Truck Haul	0.10	10.00
0.58	mile	Finishing Roadbed and Slopes	200.00	116.00
10	lin. ft.	12" Concrete Pipe	1.25	12.50
10	lin. ft.	18" Concrete Pipe	2.25	22.50
20	lin. ft.	24" Concrete Pipe	3.50	70.00
4,600	cu. yds.	Pit-run Gravel Surfacing	0.20	920.00
6,800	yd. mi.	Hauling Surfacing Material	0.08	544.00
1,500	cu. yds.	Gravel Shoulders	0.50	750.00
2,200	yd. mi.	Hauling Shoulder Materials	0.10	220.00
530	cu. yds.	Filler	0.25	132.50
530	yd. mi.	Hauling Filler	0.08	42.40
900	M-Gal.	Sprinkling	1.50	1,350.00
4.51	miles	Preparation of Base	200.00	902.00
5,500	cu. yds.	Mineral Aggregates	0.30	1,650.00
8,000	yd. mi.	Hauling Mineral Aggregates	0.10	800.00
4.51	miles	Mixing and Finishing	500.00	2,255.00
418	tons	Light Cutback Asphalt in Place	27.50	11,495.00
			Subtotal	$ 23,031
			10% Engr. & Cont.	2,303
			Total	$ 25,334

Length 4.510 miles
Cost per mile $ 5,617

Federal Aid Funds Requested- - - - - - - - - - - - - - - - $ 15,460
State Funds- 9,874

$ 25,334

State Funds for Constr: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maint: Chap. 41, laws 1927

Oregon State Highway Department - - - - - - - - Federal Aid Project No. 147-B
State Funds - [illegible]

HORSE RIDGE-DRY RIVER SECTION OF
THE CENTRAL OREGON HIGHWAY IN DESCHUTES COUNTY

$ 25,674

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, May 17, 1937

COMPLETED FEDERAL AID WORK

Final Cost- -	$ 64,318.58
Regular Federal Aid Funds - - - - - - - - - - - - - - - - - - -	$ 38,360.42
Emergency Construction Highway Funds- - - - - - - - - - - - -	$ 2,446.69
Length- -	8.385 miles

NEW WORK

(Sta. 639+60 to 878+36.6)

10	cu. yds.	Trench Excavation	$ 1.00	$ 10.00
8,600	cu. yds.	Common Excavation	0.22	1,892.00
100	yd. mi.	Truck Haul	0.17	17.00
0.58	mile	Finishing Roadbed and Slopes	100.00	58.00
10	lin. ft.	12" Concrete Pipe	1.50	15.00
10	lin. ft.	18" Concrete Pipe	2.50	25.00
20	lin. ft.	24" Concrete Pipe	3.50	70.00
4,600	cu. yds.	Pit-run Gravel Surfacing	0.30	1,380.00
6,800	yd. mi.	Hauling Surfacing Material	0.12	816.00
1,500	cu. yds.	Gravel Shoulders	0.30	450.00
2,200	yd. mi.	Hauling Shoulder Materials	0.12	264.00
530	cu. yds.	Filler	0.40	212.00
530	yd. mi.	Hauling Filler	0.20	106.00
900	M-Gal.	Sprinkling	2.00	1,800.00
4.51	miles	Preparation of Base	100.00	451.00
5,500	cu. yds.	Mineral Aggregates	0.40	2,200.00
4.51	miles	Mixing and Finishing	600.00	2,706.00
418	tons	Light Cutback Asphalt in Place	26.00	10,868.00
			Subtotal	$ 23,340
			10% Engr. & Cont.	2,334
			Total	$ 25,674

Length	4.510 miles
Cost per mile	$ 5,692

[illegible] DEPARTMENT OF AGRICULTURE
[illegible] OF PUBLIC ROADS
DISTRICT No. [illegible]

POST OFFICE BUILDING
[illegible]

Federal Aid Funds Requested- $ 15,670
State Funds- 10,004

[illegible] **$ 25,674**

Mr. [illegible],
State Highway Engineer,
[illegible]

Dear Sir:

[illegible]

[illegible]

[illegible]

Yours very truly,

[illegible]

JUL 29 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

May 19, 1937.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P. S. & E. documents for reopening Oregon Federal Aid Project 147-B, Horse Ridge-Dry River Section of the Central Oregon Highway, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

Approval of this project is subject to the condition that the material for the road mix aggregates be approved by this office before being used.

Prompt submission of the bid tabulation and agreement estimate will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Hwy. Engineer

Copy to Chandler, May 21.
SEL

FORM 8-D-1 1500 4-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
SEP 1 1938
FOR FILING
UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

[illegible]

September 10th
1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

NOTED
State Highway Engineer

Dear Sir:

We are enclosing field notes and letter of explanation received from Resident Engineer Gould relative to federal Aid markers on the HORSE RIDGE-BROTHERS section on the Central Oregon Highway. This construction work was completed in June, 1938.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f

Encl.

cc-Mr. R. H. Baldock ✓

RECEIVED
JUL 16 1938
FOR FILING

No. 8

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE REFER TO FILE No. 147-C
1987

July 11, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon F.A.P. 147-C, Dry River-Millican section, Central Oregon Highway ________________, was made by a representative of this office on June 24, 1938. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

147-C

CROSS REFERENCE SHEET

Name or Subject **File No.**

Regarding **Date** October 14, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are sending under separate cover the approved plans for the following projects:

FAP 147-F
FAP 147-G
FAP 147-C

Very truly yours,

W. H. LYNCH
District Engineer

By

L. J. Caufield
Highway Engineer

SEE

Name or Subject **File No.**

File cross reference form under name or subject at top of the sheet and by the latest date of papers. Describe matter for identification purposes. The papers, themselves should be filed under name or subject after "SEE."

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Section C
Oregon Federal-aid Project No. 147

Hwy 7202

MODIFICATION OF PROJECT AGREEMENT

147-C

WHEREAS, by that certain project agreement signed on June 10, 1930 by the State Highway Commission of Oregon, and on July 29, 1930 by the Acting Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Section C of Oregon Federal-aid Project No. 147; and

WHEREAS, the plans and specifications previously approved for said Section C provided for the construction of 6.795 miles of graded roadway in Deschutes County, for which the estimate approved was $28,797.12, and $17,190.32 Federal funds were set aside to the credit of said Section C; and

WHEREAS, the construction of said Section C in accordance with the plans and specifications previously approved has been completed, finally inspected, and accepted, at a total cost of $27,179.10, and voucher in the sum of $16,140.63 has been passed for payment as the share of the Federal Government on said Section C; and

WHEREAS, the said State Highway Commission of Oregon now requests a reopening of said Section C and a revision of the plans, specifications and estimate approved therefor to provide for the reconstruction and bituminous surface treatment of the portion of the project between survey station 1096 and survey station 1442 at an estimated cost of $16,888.00; and by reason thereof has requested that the estimate of cost approved for said Section C be increased from the previous actual cost of $27,179.10 to $44,067.10, and that the Federal funds approved and set aside to the credit of said Section C be increased from the previous actual payment of $16,140.63 to $26,450.63;

NOW, THEREFORE, It is hereby mutually agreed by and between the said State Highway Commission of Oregon and the Secretary of Agriculture, that the plans, specifications and estimate approved for said Section C be revised in the manner above indicated, and that the said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimate and the sum of twenty-six thousand, four hundred fifty and 63/100 dollars ($26,450.63) as the share of the United States payable under said act on account of Section C of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof."

Article II shall read:

> "Between survey station 1083+00 in the S. 1/2 of Sec. 24, T. 19 S., R. 14 E., W.M., at the east end of Section B of said project, and survey station 1442+00 in the S.E. 1/4 of Sec. 36, T. 19 S., R. 15 E., W.M., length 6.795 miles, in Deschutes County, being Section C of Oregon Federal-aid Project No. 147, consisting of 6.795 miles of roadway and no bridges of more than 20 feet clear span."

Paragraph (a) of Article III shall read:

> "(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on

> the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate as approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost."

Article IV shall read:

> "Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section C of said project shall not in any event exceed the sum of twenty-six thousand, four hundred fifty and 63/100 dollars ($26,450.63), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of forty-four thousand, sixty-seven and 10/100 dollars ($44,067.10), the approved total estimated cost of Section C of said project."

The second paragraph of Article V shall be and is hereby stricken out.

Except as herein specifically modified the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the Oregon State Highway Commission on the 29th day of July, 1937, and the Secretary of Agriculture on the 31st day of August, 1937.

THE OREGON STATE HIGHWAY COMMISSION

By Henry F. Cabell
Chairman, State Highway Commission

By E B Aldrich
Member, State Highway Commission

By F. L. Fou[illegible]
Member, State Highway Commission

SECRETARY OF AGRICULTURE

By H. J. O'Leary
Acting Chief, Bureau of Public Roads

Section C
Oregon Federal-aid Project No. 147

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. 147-C, State of Oregon

Second. That in accordance with said provisions I have approved the sum of $44,067.10 as the total estimated cost of said project, and the sum of $26,450.63 / in lieu of the previous actual payment of $16,140.63 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 31st day of August one thousand nine hundred and thirty-seven

Secretary of Agriculture,

By H. J. O'Leary
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 3—4230

RECEIVED
AUG 2 1937
FOR FILING
147-C

July 31, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed two signed copies of project agreement for the Dry River-Millican Section, Federal Aid Project No. 147-C.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE NO. Oregon F.A.P. 147-C
Dry River-Millican section
Central Oregon Highway

July 15, 1937

RECEIVED
JUL 16 1937
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the project agreement was based, together with approved copy of specifications.

Approval is subject to the condition that the State will construct a durable top coat surfacing when traffic conditions require it.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Highway Engineer

Encl.

Jon

RECEIVED
JUL 29 1937
FOR FILING
147-C

June 26, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Dry River-Millican Section, FA Project No. 147-C.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

J. W. Nash
Asst. Office Engineer

JWN:ME

Encl.

Oregon State Highway Department   Federal Aid Project No. 147-C

DRY RIVER-MILLICAN SECTION OF THE CENTRAL OREGON HIGHWAY IN DESCHUTES COUNTY

(Estimate as basis for modified agreement. Based on low bid prices.)

Salem, Oregon, June 18, 1937

COMPLETED FEDERAL AID WORK

Final Cost- -	$ 27,179.10
Regular Federal Aid -	$ 16,140.65
Length- -	6.795 miles

NEW WORK

(Sta. 1086+90 to 1442+20)

10	cu. yds.	Trench Excavation	$ 2.00	$ 20.00
14,300	cu. yds.	Common Excavation	0.20	2,860.00
100	cu. yds.	Solid Rock Excavation	1.50	150.00
8,500	yd. mi.	Truck Haul	0.10	850.00
4.49	miles	Finishing Roadbed and Slopes	200.00	898.00
10	lin. ft.	18" Concrete Pipe	2.25	22.50
10	lin. ft.	36" Concrete Pipe	5.00	50.00
11,400	cu. yds.	Pit-run Gravel Surfacing	0.20	2,280.00
20,000	yd. mi.	Hauling Surfacing Materials	0.08	1,600.00
1,100	cu. yds.	Filler	0.25	275.00
1,100	yd. mi.	Hauling Filler	0.08	88.00
6.55	miles	Preparation of Base	200.00	1,310.00
180	tons	Light Cutback Asphalt in Place	27.50	4,950.00
		Subtotal		$ 15,353
		10% Engr. & Cont.		1,535
		Total		$ 16,888

Length	6.548 miles
Cost per mile	$ 2,579

Federal Aid Funds Requested- - - - - - - - - - - - - - - - - -	$ 10,310
State Funds- -	6,578
	$ 16,888

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

Oregon State Highway Department Federal Aid Project No. 147-C

DRY RIVER-MILLICAN SECTION OF THE CENTRAL OREGON HIGHWAY IN DESCHUTES COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, May 17, 1937

COMPLETED FEDERAL AID WORK

Final Cost	$ 27,179.10
Regular Federal Aid	$ 16,140.63
Length	6.795 miles

NEW WORK

(Sta. 1096+00 to 1442+00)

10	cu. yds.	Trench Excavation	$ 1.00	$ 10.00
14,300	cu. yds.	Common Excavation	0.22	3,146.00
100	cu. yds.	Solid Rock Excavation	1.80	180.00
8,500	yd. mi.	Truck Haul	0.17	1,445.00
4.49	miles	Finishing Roadbed and Slopes	100.00	449.00
10	lin. ft.	18" Concrete Pipe	2.50	25.00
10	lin. ft.	36" Concrete Pipe	7.00	70.00
11,400	cu. yds.	Pit-run Gravel Surfacing	0.30	3,420.00
20,000	yd. mi.	Hauling Surfacing Materials	0.12	2,400.00
1,100	cu. yds.	Filler	0.40	440.00
1,100	yd. mi.	Hauling Filler	0.20	220.00
6.55	miles	Preparation of Base	100.00	655.00
180	tons	Light Cutback Asphalt in Place	26.00	4,680.00
			Subtotal	$ 17,140
			10% Engr. & Cont.	1,714
			Total	$ 18,854

Length	6.548 miles
Cost per mile	$ 2,879

Federal Aid Funds Requested	$ 11,500
State Funds	7,354
	$ 18,854

RECEIVED
JUL 29 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

May 19, 1937

1937

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Project No. 147-C, Dry River-Millican Section of the Central Oregon Highway, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

Prompt submission of the bid tabulation and agreement estimate will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

RECEIVED
JUL 16 1938
FOR FILING No. 8

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE REFER TO FILE No. FAP 147-G
1987

July 11, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon F.A.P. 147-G, Millican-West Butte section, Central Oregon Highway, was made by a representative of this office on June 24, 1938. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

147-G

RECEIVED
OCT 19 1937
FOR FILING

Form [illegible]
State ....Oregon
Project No. [illegible]

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

October 14, 1937

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are sending under separate cover the approved plans for the following projects:

FAP [illegible]
FAP 147-C
FAP [illegible]

Very truly yours,
W. H. LYNCH
District Engineer

By

L. [illegible] Canfield
Highway Engineer

RECEIVED
1937

147-8

Hwy 31803

Form P. R. 2

State Oregon

Project No. 147-8

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

PROJECT AGREEMENT

Memorandum of Agreement made this 26th day of July, 1937

by and between the Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 18th day of December, 1928, a project statement, which was approved by the Secretary on the 23rd day of March, 1929, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section [illegible] of said project which were recommended for approval by the United States District Engineer on the 19th day of May, 1937; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of five thousand, nine hundred thirty and no/100 dollars ($5,930.00) as the share of the United States payable under said act on account of Section [illegible] of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

Article I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State Chap. 175, laws 1917; Chap. 31, laws 1920 (Include date and citation of act of legislature by which authorized)

(*b*) From other sources (State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

Article II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 1442+00, at the east end of Sec. C of said project in the SE 1/4, Sec. 36, T. 19 S., R. 15 E., and survey station 1560+00, at the west end of Sec. D. of said project, on the section line between Sec. 32, T. 19 S., R. 16 E., and Sec. 5, T. 20 S., R. 16 E., W.M.

, length 2.032 miles, in Deschutes County, being Section [illegible] of Oregon project No. 147, consisting of 2.032 miles of roadway and no bridges, [illegible] of more than 20 feet clear span. ~~of miles in length~~

RECEIVED
SEP 20 1937
DISTRICT 1

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

8—6518

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B of said project shall not in any event exceed the sum of five thousand, nine hundred thirty and no/100 dollars ($5,930.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of nine thousand, seven hundred seven and no/100 dollars ($9,707.00), the approved total estimated cost of Section B of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, laws 1927 (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 222

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 31st day of August, 1937

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F Cabell

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

SECRETARY OF AGRICULTURE,

By H J O'Leary
Acting Chief, Bureau of Public Roads.

8—5513

Roads FPR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. 147-G, State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $ 9,797.00 as the total estimated cost of said project, and the sum of $ 5,930.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 31st day of August one thousand nine hundred and thirty-seven

SECRETARY OF AGRICULTURE,

By
Acting Chief, Bureau of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE 8—4839

RECEIVED
JUL 29 1937
FOR FILING
147-G

July 28, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith two signed copies of project agreement for the Millican-West Butte Section, F. A. Project No. 147-G.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

Incl.

RECEIVED
JUL 15 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

RECEIVED
JUL 15 1937
OREGON
POST OFFICE BUILDING
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon FAP No. 147-G
Millican-West Butte Sec.of
the Central Ore.Hwy.

July 14, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:-

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the project agreement was based, together with approved copy of specifications.

Approval is subject to the condition that the State will construct a durable top coat surfacing when traffic conditions require it.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Encls.

Jon

RECEIVED
JUL 29 1937
FOR FILING
147-G

June 26, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Millican-West Butte Section, FA Project No. 147-G.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

J. W. Nash
Asst. Office Engineer

JWN:MB

Encl.

Oregon State Highway Department   Federal Aid Project No. 147-C

[illegible]-WEST BUTTE SECTION OF THE

CENTRAL OREGON HIGHWAY IN DESCHUTES COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 10, 1937

10	cu. yds.	Trench Excavation	$ 2.00	$ 20.00
25,600	cu. yds.	Common Excavation	0.20	5,120.00
100	cu. yds.	Solid Rock Excavation	1.50	150.00
4,100	yd. sta.	Truck Haul	0.10	410.00
1.52	miles	Finishing Roadbed and Slopes	200.00	304.00
5,600	lin. ft.	Rounding Cutbanks	0.10	560.00
60	lin. ft.	12" Concrete Pipe	1.25	75.00
250	cu. yds.	Pit-run Gravel Surfacing	0.20	50.00
1,000	yd. mi.	Hauling Surfacing Material	0.08	80.00
500	cu. yds.	Filler	0.25	125.00
500	yd. mi.	Hauling Filler	0.08	40.00
2.03	miles	Preparation of Base	200.00	406.00
54	tons	Light Cutback in Place	27.50	1,485.00
		Subtotal		$ 8,825
		10% Engr. & Cont.		882
		Total		$ 9,707

Length 2.032 miles

Cost per mile $ 4,777

Federal Aid Funds Requested- $ 5,930
State Funds Available- 3,777

$ 9,707

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 19[illegible]
State Funds for Maintenance: Chap. 41, laws 1927

Oregon State Highway Department Federal Aid Project No. 147-C

MILLICAN-WEST BUTTE SECTION OF THE

CENTRAL OREGON HIGHWAY IN DESCHUTES COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, May 17, 1937

10	cu. yds.	Trench Excavation	$ 1.00	$ 10.00
25,600	cu. yds.	Common Excavation	0.22	5,632.00
100	cu. yds.	Solid Rock Excavation	1.80	180.00
4,100	yd. mi.	Truck Haul	0.17	697.00
1.52	miles	Finishing Roadbed and Slopes	100.00	152.00
5,600	lin. ft.	Rounding Cutbanks	0.10	560.00
60	lin. ft.	12" Concrete Pipe	1.50	90.00
250	cu. yds.	Pit-run Gravel Surfacing	0.30	75.00
1,000	yd. mi.	Hauling Surfacing Material	0.12	120.00
500	cu. yds.	Filler	0.40	200.00
500	yd. mi.	Hauling Filler	0.20	100.00
2.03	miles	Preparation of Base	100.00	203.00
54	tons	Light Cutback in Place	26.00	1,404.00
			Subtotal	$ 9,423
			10% Engr. & Cont.	942
			Total	$10,365

Length 2.032 miles

Cost per mile $ 5,100

Federal Aid Funds Requested- -	$ 6,330
State Funds Available- -	4,035
	$10,365

RECEIVED
JUL 29 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

May 19, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The P.S.& E. documents for Oregon Federal Aid Project No. 147-G, the Millican-West Butte section of Central Oregon Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Chief Engineer of the Bureau.

Prompt submission of the bid tabulation and agreement estimate will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By
F. E. Andrews
Sr. Highway Engineer

RECEIVED
JUL 16 1938
FOR FILING

FAP147-F
1981

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

16 1938

Stencil No. 8.

IN YOUR REPLY PLEASE
REFER TO FILE NO.________

July 11, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon F.A.P. 147-F, West Butte-Brothers section, Central Oregon Highway, was made by a representative of this office on June 24, 1938.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Jon

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
OCT 1 1937
FILING

RECEIVED
15 1937
OREGON
STATE HIGHWAY COMMISSION

147

October 14, 1937

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are sending under separate cover the approved plans for the following projects:

FAP 147-F
FAP 147-G
FAP 147-C

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
SEP 22 1937
OREGON
STATE HIGHWAY COMMISSION

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon F.A.P. 147-F and G
Central Oregon Highway

147-7

September 21, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

Encls.

Lu

Hwy. 31802

Form P. R. 2

State Oregon

Project No. 147-F

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

PROJECT AGREEMENT

Memorandum of Agreement made this 26th day of July, 1937

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 18th day of December, 1928, a project statement, which was approved by the Secretary on the 23rd day of March, 1929, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section F of said project which were recommended for approval by the United States District Engineer on the 19th day of May, 1937; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of twenty-three thousand, five hundred twenty and 00/100 dollars ($23,520.00) as the share of the United States payable under said act on account of Section F of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State Chap. 175, laws 1917; Chap. 31, laws 1920 (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 1668+00, at the east end of Sec. D of said project in the NE 1/4, Sec. 3, T. 20 S., R. 16 E., and survey station 2229+33, in the NE 1/4, Sec. 30, T. 20 S., R. 18 E., W. M.

, length 10.49 miles, in Deschutes County, being Section F of Oregon project No. 147, consisting of 10.49 miles of roadway and no bridges, ~~each of more than 20 feet clear span, of a mile in length~~.

8—5518

RECEIVED
★ SEP 20 1937 ★
DISTRICT 1

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section F of said project shall not in any event exceed the sum of twenty-three thousand, five hundred twenty and 00/100 dollars ($23,520.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of thirty-eight thousand, five hundred forty-five and 00/100 dollars ($38,545.00), the approved total estimated cost of Section F of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than twenty feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws 1927

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 31st day of August, 1937

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell

Chairman, State Highway Commission
(Title of officer)

By E. B. Aldrich

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

SECRETARY OF AGRICULTURE,

By H. J. O'Leary
Acting Chief, Bureau of Public Roads.

8—2512

Form PR. 4—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. 147-F, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $38,545.00 as the total estimated cost of said project, and the sum of $23,520.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 31st day of August one thousand nine hundred and thirty-seven

SECRETARY OF AGRICULTURE,

By H. J. O'Leary
Acting Chief, Bureau of Public Roads.

RECEIVED
JUL 29 1937
FOR FILING
147-7

July 28, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith two signed copies of project agreement for the West Butte-Brothers Section, F. A. Project No. 147-F.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

RECEIVED
JUL 15 1937
FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
JUL 15 1937
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE REFER TO FILE NO. Oregon FAP No. 147-F
West Butte-Brothers Sec. of
the Central Ore. Hwy.

July 14, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:-

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Approval is subject to the condition that the State will construct a durable top coat surfacing when traffic conditions require it.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Encls.

Jon

RECEIVED
JUL 29 1937
FOR FILING
147-F

June 26, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the West Butte-Brothers Section, FA Project No. 147-F.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

J. W. Nash
Asst. Office Engineer

JWN:ME

Encl.

Oregon State Highway Department Federal Aid Project No. 147-F

[illegible] [illegible]-BROTHERS SECTION OF THE

CENTRAL OREGON HIGHWAY IN DESCHUTES COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 18, 1937

10	cu. yds.	Trench Excavation	$ 2.00	$ 20.00
21,700	cu. yds.	Common Excavation	0.20	4,340.00
2,300	cu. yds.	Solid Rock Excavation	1.50	3,450.00
4,700	yd. mi.	Truck Haul	0.10	470.00
7.45	miles	Finishing Roadbed and Slopes	200.00	1,490.00
10	lin. ft.	12" Concrete Pipe	1.25	12.50
20	lin. ft.	48" Concrete Pipe	9.00	180.00
33,200	cu. yds.	Pit-run Gravel Surfacing	0.20	6,640.00
95,000	yd. mi.	Hauling Surfacing Materials	0.08	7,600.00
3,300	cu. yd.	Filler	0.25	825.00
3,300	yd. mi.	Hauling Filler	0.08	264.00
10.25	miles	Preparation of Base	200.00	2,050.00
280	tons	Light Cutback Asphalt in Place	27.50	7,700.00
		Subtotal		$ 35,041
		10% Engr. & Cont.		3,504
		Total		$ 38,545

Length 10.249 miles
Cost per mile $ 3,760

Federal Aid Funds Requested- $ 23,500
State Funds- 15,045

$ 38,545

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

Oregon State Highway Department　　Federal Aid Project No. 147-F

WEST BUTTE-BROTHERS SECTION OF THE

CENTRAL OREGON HIGHWAY IN DESCHUTES COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, May 17, 1937

10	cu. yds.	Trench Excavation	$ 1.00	$ 10.00
21,700	cu. yds.	Common Excavation	0.22	4,774.00
2,300	cu. yds.	Solid Rock Excavation	1.80	4,140.00
4,700	yd. mi.	Truck Haul	0.17	799.00
7.45	miles	Finishing Roadbed and Slopes	100.00	745.00
10	lin. ft.	12" Concrete Pipe	1.50	15.00
20	lin. ft.	48" Concrete Pipe	12.00	240.00
33,200	cu. yds.	Pit-run Gravel Surfacing	0.30	9,960.00
95,000	yd. mi.	Hauling Surfacing Materials	0.12	11,400.00
3,300	cu. yds.	Filler	0.40	1,320.00
3,300	yd. mi.	Hauling Filler	0.20	660.00
10.25	miles	Preparation of Base	100.00	1,025.00
280	tons	Light Cutback Asphalt in Place	26.00	7,280.00
			Subtotal	$ 42,368
			10% Engr. & Cont.	4,236
			Total	$ 46,604

Length　10.249 miles
Cost per mile　$ 4,547

Federal Aid Funds Requested -	$ 28,430
State Funds -	18,174
	$ 46,604

RECEIVED
JUL 29 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO. ________

POST OFFICE BUILDING
PORTLAND, OREGON

June 3, 1937

RECEIVED
[illegible] 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Projects Nos. 147-B, C, D, F and G, Horse Ridge-Brothers section of Central Oregon Highway, to McNutt Brothers, Eugene, Oregon, who submitted the low bid of $91,556.00.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Highway Engineer

RECEIVED
JUL 29 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

May 19, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The P.S.& E. documents for Oregon Federal Aid Project No. 147-F, the West Butte-Brothers section of the Central Oregon Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the Chief Engineer of the Bureau.

Prompt submission of the bid tabulation and the agreement estimate will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By

F. E. Andrews
Sr. Highway Engineer

RECEIVED
JUL 16 1938
FOR FILING

RECEIVED
JUL 17 1938
STATE [illegible] COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE REFER TO FILE No. 147-E
1987

July 11, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon F.A.P. 147-D, West Butte section, Central Oregon Highway, was made by a representative of this office on June 24, 1938. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Jon

Fhy. 13159

Section D
Oregon Project No. 147

MODIFICATION OF PROJECT AGREEMENT

147-D

WHEREAS, by that certain project agreement signed on December 14, 1932 by the Oregon State Highway Commission, and on February 9, 1933 by the Acting Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Section D of Oregon Federal Aid Project No. E - 147; hereafter to be known and designated as Section D of Oregon Project No. 147; and

WHEREAS, the plans and specifications previously approved for said Section D provided for the construction of 2.045 miles of gravelled roadway and no bridges of more than 20 feet clear span, in Deschutes County, for which the estimate approved was $2,758.80 and $827.64 Federal funds were set aside to the credit of said Section D; and

WHEREAS, the construction of said Section D in accordance with the plans and specifications previously approved has been completed, finally inspected, and accepted, at a total cost of $1,551.76, and voucher in the sum of $444.10 has been passed for payment as the share of the Federal Government on said Section D; and

WHEREAS, the said Oregon State Highway Commission now requests a reopening of said Section D and a revision of the plans, specifications and estimate approved therefor to provide for the reconstruction and bituminous surface treatment of the entire length of the project at an estimated cost of $5,616.00; and by reason

Jno

thereof has requested that the estimate of cost approved for said Section D be increased from the previous actual cost of $1,551.76 to $7,166.76, and that the Federal funds approved and set aside to the credit of said Section D be increased from the previous actual payment of $444.10 to $3,874.10:

NOW, THEREFORE, It is hereby mutually agreed by and between the said Oregon State Highway Commission and the Secretary of Agriculture, that the plans, specifications and estimate approved for said Section D be revised in the manner above indicated, and that the said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimate and the sum of three thousand, eight hundred seventy-four and 10/100 dollars ($3,874.10) as the share of the United States payable under said act on account of Section D of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:"

Clause (a) of Article III shall read:

> "(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost."

Article IV shall read:

> "Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section D of said project shall not in any event exceed the sum three thousand, eight hundred seventy-four and 10/100 dollars ($3,874.10), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of seven thousand, one hundred sixty-six and 76/100 dollars ($7,166.76), the approved total estimated cost of Section D of said project."

The second paragraph of Article V shall be and is hereby stricken out.

Except as herein specifically modified the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the Oregon State Highway Commission on the 26th day of July, 1937, and the Secretary of Agriculture on the 31st day of August, 1937.

OREGON STATE HIGHWAY COMMISSION

By Henry L Corbett
Chairman, State Highway Commission

By E B Aldrich
Member, State Highway Commission

By
Member, State Highway Commission

SECRETARY OF AGRICULTURE,

By W.J.O'Leary
Acting Chief, Bureau of Public Roads.

Section D
Oregon Project No. 147.

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. 247-D, State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 7,166.76
in lieu of the previous actual payment of $444.10.
as the total estimated cost of said project, and the sum of $ 3,874.10 / as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 31st day of August
one thousand nine hundred and thirty-seven

Secretary of Agriculture,

By H.J.O'Leary
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 8—[illegible]

FOR FILING
147-D

July 28, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith two signed copies of project agreement for the West Butte Section, F. A. Project No. 147-D.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1
POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
JUL 15 1937
OREG.
STATE HIGHWAY COMMISSION

FOR FILING

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon FAP No. 147-D
West Butte Sec. of the
Central Ore. Hwy.

July 14, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:-

We are forwarding herewith two copies of proposed modified project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the modified agreement was based, together with approved copy of specifications.

Approval is subject to the condition that the State will construct a durable top coat surfacing when traffic conditions require it.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Encls.

Ton

FOR FILING

147-C

June 26, 1937

Mr. W. E. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the West Butte Section, FA Project No. 147-D.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

J. W. Nash
Asst. Office Engineer

JWN:ME

Encl.

Oregon State Highway Department Federal Aid Project No. 147-D

WEST BUTTE SECTION OF THE

CENTRAL OREGON HIGHWAY IN DESCHUTES COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 18, 1937

COMPLETED FEDERAL AID WORK

Total Cost- -	$ 1,551.76
Regular Federal Aid Funds - - - - - - - - - - - - - - - - - -	$ 444.10
Emergency Construction Highway Funds- - - - - - - - - - -	$ 1,076.26
Length- -	2.045 miles

NEW WORK

20	cu. yds.	Trench Excavation	$ 2.00	$ 40.00
7,200	cu. yds.	Common Excavation	0.20	1,440.00
100	cu. yds.	Solid Rock Excavation	1.50	150.00
7,000	yd. mi.	Truck Haul	0.10	700.00
2.06	miles	Finishing Roadbed and Slopes	200.00	412.00
20	lin. ft.	18" Corr. Iron Pipe	5.75	115.00
[illegible]	cu. yds.	Pit-run Gravel Surfacing	0.70	[illegible]
[illegible]	yd. mi.	Hauling Surfacing Materials	0.08	[illegible]
[illegible]	cu. yds.	Filler	2.75	[illegible]
[illegible]	yd. mi.	Hauling Filler	[illegible]	[illegible]
[illegible]	miles	Preparation of Base	200.00	[illegible]
[illegible]	tons	Cutback Asphalt in Place	17.50	[illegible]
		Subtotal		$ [illegible]
		10% Engr. & Cont.		[illegible]
		Total		$ [illegible]

Length 2.045 miles

Cost per mile $ [illegible]

Federal Aid Funds Requested - $ [illegible]

State Funds- [illegible]

State Funds for Construction: Chap. [illegible], Laws [illegible]; Chap. [illegible], Laws [illegible]

State Funds for Maintenance: Chap. [illegible], Laws 1937

Oregon State Highway Department — Federal Aid Project No. 147-D

WEST BUTTE SECTION OF THE

CENTRAL OREGON HIGHWAY IN DESCHUTES COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, May 17, 1937

COMPLETED FEDERAL AID WORK

Total Cost- -	$ 1,551.76
Regular Federal Aid Funds -	$ 444.10
Emergency Construction Highway Funds- - - - - - - - - - - - - - -	$ 1,036.26
Length- -	2.045 miles

NEW WORK

20	cu. yds.	Trench Excavation	$ 1.00	$ 20.00
7,200	cu. yds.	Common Excavation	0.22	1,584.00
100	cu. yds.	Solid Rock Excavation	1.80	180.00
7,400	yd. mi.	Truck Haul	0.17	1,258.00
2.05	miles	Finishing Roadbed and Slopes	100.00	205.00
20	lin. ft.	36" Corr. Iron Pipe	7.00	140.00
250	cu. yds.	Pit-run Gravel Surfacing	0.30	75.00
600	yd. mi.	Hauling Surfacing Materials	0.12	72.00
500	cu. yds.	Filler	0.40	200.00
500	yd. mi.	Hauling Filler	0.20	100.00
2.04	miles	Preparation of Base	100.00	204.00
56	tons	Light Cutback Asphalt in Place	26.00	1,456.00
			Subtotal	$ 5,494
			10% Engr. & Cont.	549
			Total	$ 6,043

Length	2.045 miles
Cost per mile	$ 2,957

Federal Aid Funds Requested- - - - - - - - - - - - - - - - - -	$ 3,690
State Funds- -	2,353
	$ 6,043

VED
JUL 29 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

May 19, 1937.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P. S. & E. documents for reopening Oregon Federal Aid Project No. 147-D, West Butte Section of the Central Oregon Highway, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

Prompt submission of the bid tabulation and agreement estimate will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By
F. E. Andrews
Sr. Hwy. Engineer

May 19, 1937.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P. S. & E. documents for reopening Oregon Federal Aid Project No. 147-D, West Butte Section of the Central Oregon Highway, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

Prompt submission of the bid tabulation and agreement estimate will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By

F. E. Andrews
Sr. Hwy. Engineer

Form [illegible]

[illegible]GON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

RECEIVED
JUN 21 1938
OREGON
STATE HIGHWAY COMMISSION

FA 147-BCDFG

For Week Ending June 18, 1938.

Section Horse Ridge - Brothers Sec.

Kind of work Grading, Surfacing and Oiling

Highway Central Oregon

Section prefix 9-1004

Contractor Mc Natt Bros.

Contract number 1987

Date of contract June 3, 1937

Date of completion July 31, 1938

Date work started July 29, 1937

Estimated date of completion Completed June 15, 1938

Amount of contract $ 91556.00

Per cent of time elapsed 89 %

Estimated cost of completed project, exclusive of engineering $ 91400.

Per cent of contract completed, based on total contract price 100% %

Engineering cost to date, $ 4520., 4.95 %

Date project was completed June 15, 1938

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

FINAL REPORT ON PROJECT.

Shoulders on the project were uniformed this week, completing the work under the contract.

Prime coat of RC-3 recently completed from Horse Ridge to Brothers, about 21 miles, appears to have given satisfactory results.

Arch McDonald, stake artist, is being transferred to Resident Engineer Chandler at Burns.

RECEIVED
JUN 21 1938
CON

Signed Robert B. Gould,
Resident Engineer,

Address Bend, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	5	25		29	
Miles partially completed					
Miles completed	5	25		29	
Total estimated quantities				1000 Tons RC-3 134 " SC-2	
Estimated quantities moved or placed to date				1064 Tons RC-3 126 " SC2	
Average daily quantities					
Average daily quantities necessary to complete project on time				Completed	
Number shifts per day				1	
Hours per shift				8	
Average force on project for week				10	

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Weather fair all week.		No delays.
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

April 11th
1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

Herewith an additional estimate on the Horse Ridge-Brothers job on the Central Oregon Highway for McNutt Brothers, Contract #1987, Estimate #6.

Mr. Gould has just checked up his quantities by cross section and we find additional yardage due Mr. McNutt. This work was done last fall but of course has not been paid for until this estimate.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

WEC:f

cc-Mr. R. H. Baldock ✓

Encl.

FORM 8-A4 10M 6-27

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

147B Cd+9

January 28th, 1928

Mr. W. D. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

Dear Sir:

It is the opinion of Mr. DeSouza that we should pay the Arnold Irrigation District, the entire amount of $200.00 for water furnished on the Horse Ridge-Brothers Section of the Central Oregon Highway in Deschutes County. I would suggest, therefore, that you submit the account for payment.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

FORM 5-24 5M 9-36

Commissioners
HENRY F. CABELL, Chairman, Portland
E. B. ALDRICH, Pendleton
F. L. TOU VELLE, Jacksonville

H. B. GLAISYER, Secretary

R. H. BALDOCK
State Highway Engineer
Salem

OREGON STATE HIGHWAY COMMISSION
Office of WM. E. CHANDLER, Division Engineer
BEND, OREGON

In Reply Please
Refer to File No.

STATE HIGHWAY COMMISSION

14[illegible]377

January 25th
1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

Herewith copy of a letter from Mr. Gould concerning bill of the Arnold Irrigation District for furnishing the State water on the Horse Ridge-Brothers project, Contract #1987. From this explanation of the present situation there are two methods of settlement:

FIRST: - Require the Arnold Irrigation District to live up to letter of contract agreement and bill them with water they were to supply us with at the price we had to pay, or 283.25 M. gallons @ $1.20 or $339.90.

SECOND: - Pay the Arnold Irrigation District the proportionate amount of water furnished, or 70.66% of the $200.00, or $141.30.

Due to the willingness of these farmers to save us money in the beginning, which has actually amounted to a saving to us of $818.34 and considering the fact that they were faced with a shortage of water over which they had no control, and due to the fact that the payment of $141.30 will little more than pay them for actual expense involved, I recommend that they be paid the $141.30.

NOTED

If you approve of this recommendation please advise and I will have the Irrigation District make out a bill.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

WEC:f
Encl.
cc-Mr. R. H. Baldock ✓

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE REFER TO FILE NO.

January 25th
1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

Herewith copy of a letter from Mr. Gould concerning bill of the Arnold Irrigation District for furnishing the State water on the Horse Ridge-Brothers project, Contract #1987. From this explanation of the present situation there are two methods of settlement:

FIRST: - Require the Arnold Irrigation District to live up to letter of contract agreement and bill them with water they were to supply us with at the price we had to pay, or 283.25 M. gallons @ $1.20 or $339.90.

SECOND: - Pay the Arnold Irrigation District the proportionate amount of water furnished, or 70.65% of the $200.00, or $141.30.

Due to the willingness of these farmers to save us money in the beginning, which has actually amounted to a saving to us of $818.34 and considering the fact that they were faced with a shortage of water over which they had no control, and due to the fact that the payment of $141.30 will little more than pay them for actual expense involved, I recommend that they be paid the $141.30.

If you approve of this recommendation please advise and I will have the Irrigation District make out a bill.

NOTED
State Highway Engineer

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

WEC:f
Encl.
cc-Mr. R. H. Baldock

RECEIVED
JAN 17 1938
FOR FILE

14TCB317

January 15, 1938

General Petroleum Corporation,
815 S. W. Alder,
Portland, Oregon.

Attention: Mr. Chas. A. Cronn.

Gentlemen:

Receipt is acknowledged of your letter of January 14th concerning the McNutt Bros., Contract No. 1967, Horse Ridge-Brothers Section in Deschutes County.

You are advised that this contract was approximately 75% complete on December 10th. The date of completion is July 31, 1938.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

GENERAL PETROLEUM CORPORATION
OF CALIFORNIA
A SOCONY-VACUUM COMPANY
813 S. W. ALDER STREET
PORTLAND, OREGON

SOCONY-VACUUM
OREGON
SALES DIVISION

GARGOYLE
LUBRICANTS

RECEIVED
JAN 15 1938
OREGON
STATE HIGHWAY COMMISSION

January 14, 1938

Oregon State Highway Commission
Salem, Oregon

McNutt Brothers
Eugene, Oregon

Gentlemen:

Will you please advise the date of completion of the following Contract, and if the Contractor has received his final estimate:

Horse Ridge-Brothers Section
of the Central Oregon Highway
in Deschutes County - No.1987

For your convenience, we are enclosing a self-addressed envelope.

Very truly yours,

Chas. A. Crown
DIVISION CREDIT MANAGER

CAC:GGT

7$700 — Dec. 10-

#1987

147 Bc 379

September 18, 1937

Carey, Hart, Spencer and McCullough
1410 Yeon Building
Portland, Oregon

Gentlemen:

Reference is made to your letter of the 16th instant in regard to the claim of the Oregon Trunk Railway against E. C. Gerber who you state is doing subcontract work for McNutt Bros. at or near Bend.

The contract to which you refer is state highway contract No. 1987 which was awarded by the State Highway Commission to McNutt Bros. on June 3, 1937, which contemplated grading, surfacing and oiling the Horse Ridge-Brothers Section of the Central Oregon Highway in Deschutes County. The surety on the bond furnished by McNutt Bros. in connection with this contract appears to be the Maryland Casualty Company, for whom Hansen & Rowland are agents, with offices in the Washington Building, Tacoma, Washington. We have no knowledge of the company that wrote the bond for Mr. Gerber covering his subcontract.

Very truly yours,

Secretary

HBG:AM

RECEIVED
SEP 18 1937
OREGON
STATE HIGHWAY COMMISSION

CAREY, HART, SPENCER AND McCULLOCH
(CAREY AND KERR)
LAW OFFICES
1410 YEON BUILDING

CHARLES A. HART
OMAR C. SPENCER
CHARLES E. McCULLOCH
FLETCHER ROCKWOOD
HOWARD T. McCULLOCH
DAVID L. DAVIES
PHILIP CHIPMAN

PORTLAND, OREGON

September 16, 1937.

State Highway Commission,

Salem, Oregon.

Gentlemen:

Oregon Trunk Railway has a claim against E. C. Gerber, a road contractor, for demurrage on cars of road oil shipped to Bend. We understand that Mr. Gerber has a subcontract under the contract of McNutt Brothers for some highway construction at or near Bend.

We would appreciate it if you would let us know, first, the proper name and designation of the contract in question; second, the name of McNutt Brothers' bonding company; and third, the name of Mr. Gerber's bonding company, if any.

Yours truly,

Carey, Hart, Spencer & McCulloch

REFERRED TO
BY SECRETARY

ANSWERED
H. B. G.

FORM 6-A-1 AM 6-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
SEP 7 1937
FOR FILING
14 [illegible]

September 2nd, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. E. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

Dear Sir:

The sub-contract between McNutt Bros., party of the first part, and E. Gerber, party of the second part, covering the placing of oil on the Horse Ridge-Brothers Section of the Central Oregon Highway, meets with the approval of this office, and you may so advise the interested parties.

We are returning two copies of the sub-contract herewith, as only one copy is necessary for our files.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

E. G. Smith
Construction Engineer

Dictated by
Chas. E. Low
R

cc to: R. H. Baldock

NOTED
Div. Highway Engineer

FORM 5-B-1 5M 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

147 Be879

August 24,
1937

RECEIVED
AUG 25 1937
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

Herewith subcontract between McNutt Brothers of Eugene, Contractor on the Horse Ridge-Brothers project, Contract No. 1987, and L. Gerber of Oregon City.

This is for doing oiling work on the above mentioned contract.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

NOTED
O. B. McCullough

WEC:f

Encl.

cc-Mr. R. H. Baldock ✓

RECEIVED
AUG 13 1938
FOR FILING
7A 147

August 12, 1938

Maryland Casualty Company,
Hansen & Rowland, Inc. Agents,
Washington Building,
Tacoma, Washington.

Gentlemen:

You are hereby notified that State Highway Contract No. 1987 for the construction of the Horse Ridge-Brothers Section of the Central Oregon Highway in Deschutes County, has been completed by the contractor, McNutt Brothers, and that final settlement will be made by the State with said contractors for work done under said contract on or after August 22, 1938.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, duesor demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $91,269.56, including the final payment. Of this amount $120.85 was for force account work.

Very truly yours,

STATE HIGHWAYBCOMMISSION,

By

Secretary.

Dict. by J. McFarland.

RECEIVED
AUG 2 1938
FOR FILING

147-CcD4g

#1987

July 29, 1938

Maryland Casualty Company,
Hansen & Rowland, Inc. Agents,
Washington Bldg.,
Tacoma, Washington.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to McNutt Brothers on Contract No. 1987, Horse Ridge-Brothers Section of the Central Oregon Highway in Deschutes County. This payment will be made on or after August 8, 1938.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

Dict. by J. McFarland.

RECEIVED
JUL 30 1938
FOR FILING

FORM 2-A-1 10M 5-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

July 28th, 1938

IN REPLY PLEASE
REFER TO FILE NO.

1471EA38
1

OTED
Engineer

Mr. W. R. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

Dear Sir:

With reference to your order for state force work on the Horse Ridge-Brothers Section for constructing an O-31 surfacing on 3.2 miles of the Central Oregon Highway easterly from Millican, I beg to advise that all construction funds are allocated, and the order cannot be approved.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

RECEIVED
JUL 22 1937
FOR FILING
147[illegible]974

July 20, 1937

Mr. W. E. Chandler,
Division Engineer
State Highway Department
Bend, Oregon

Dear Sir:

I am enclosing two copies of the agreement between the State Highway Commission and the Arnold Irrigation District relative to supplying water for highway construction work on the Horse Ridge-Brothers Section of the Central Oregon Highway in Deschutes County. One of these copies is for your records and files and the other is being sent to you for transmittal to the Resident Engineer.

I am also enclosing a copy of the agreement, with letter, for the Arnold Irrigation District, as all of the correspondence carried on with this company was handled through your office and we do not have their address. Please see that the letter and attached copy of the agreement is delivered to a representative of the Irrigation District.

Yours very truly,

Secretary

HBG:MC

encl.

July 20, 1937

Arnold Irrigation District,
c/o Mr. W. E. Chandler,
Division Engineer
Bend, Oregon

Gentlemen:

I am handing to you, herewith, for your records and files, an executed copy of the agreement between yourself and the State Highway Commission relative to supplying water for highway construction work on the Horse Ridge-Brothers Section of the Central Oregon Highway, in Deschutes County.

Yours very truly,

Secretary

HBG:MC

encl.

FORM 5-3-1 1000 4-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

JUL
FOR FILING
147Ce879

July 10th
1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

We are returning to you herewith five copies of a signed agreement made with the Arnold Irrigation District to supply water for the road mix section on the Horse Ridge-Brothers project, Central Oregon Highway in Deschutes County.

Please note that the irrigation district proposes to furnish water for the road mix section (4.6 miles only). This was the only change required.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f

cc-Mr. R. H. Baldock ✓
Mr. J. M. Devers
Mr. R. B. Gould

NOTED
C. B. McCullough

RECEIVED
JUN 22 1937
FOR FILING
147B [illegible] 79

June 21, 1937

McNutt Bros.
351½ E. Broadway
Eugene, Oregon

Gentlemen:

By express we are forwarding to you a fully executed copy of contract No. 1987, awarded to you on June 3, 1937, for the grading, surfacing and oiling of the Horse Ridge-Brothers Section of the Central Oregon Highway in Deschutes County.

This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

HI

RECEIVED
JUN 22 1937
FOR FILING

147B 6879

June 21, 1937

McNutt Bros.
351½ E. Broadway
Eugene, Oregon

Gentlemen:

By express we are forwarding to you a fully executed copy of contract No. 1937, awarded to you on June 3, 1937, for the grading, surfacing and oiling of the Horse Ridge-Brothers Section of the Central Oregon Highway in Deschutes County.

This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

HI

FORM [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISTER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

RECEIVED
JUN 11 1937
FOR FILING
147 Be 979

RECEIVED
JUN 10 1937
OREGON
STATE HIGHWAY COMMISSION

IN REPLY PLEASE
REFER TO FILE NO.

June 9th
1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Attention: ~~Mr. H. G. Smith~~

Dear Sir:

We wish to advise that Mr. E. B. Gould has been assigned the residency of the Horse Ridge-Brothers section of the Central Oregon Highway, Contract #1887, pending your approval.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:I

cc-Mr. R. H. Baldock ✓
Mr. E. B. Gould

RECEIVED
JUN 5 1937
FOR FILING

147-Bc279

June 4, 1937

McNutt Bros.
351½ East Broadway
Eugene, Oregon

Gentlemen:

The State Highway Commission on June 3, 1937, awarded to you the contract for 16.09 miles regrading, 19.88 miles surfacing, 4.63 miles road mix surfacing, 4.12 miles dust palliative oil treatment, and 20.88 miles asphalt prime coat on the Horse Ridge Section of the Central Oregon Highway in Deschutes County. This award was based on your bid of $91,556.00 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

AM

FORM 5-3-1 1930 4-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JUN 2 1937
FOR FILING
Const
Project

May 29th
1937

Mr. R. H. Baldock ✓
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

Pursuant to your letter of instructions under date of November 6, 1936, we are submitting herewith, for comparison of bids, the following estimate on the Horse Ridge-Brothers Section of the Central Oregon, Deschutes County, 29.63 miles, Grading, Surfacing & Oiling project:

Item No.	Item			Unit Price	Amount
1.	Trench Excavation	60 c.y.	@	2.00	120.00
2.	Common Excavation	77,400 c.y.	@	0.22	17,028.00
3.	Solid Rock Excavation	2,600 c.y.	@	1.80	4,680.00
4.	Truck Haul	24,800 y.m.	@	0.17	4,216.00
5.	Finishing Roadbed and Slopes	16.09 mi.	@	100.00	1,609.00
6.	Rounding Cutbanks	5,600 lin.ft.	@	0.10	560.00
7.	12-inch Concrete Pipe	80 lin.ft.	@	1.50	120.00
8.	18-inch Concrete Pipe	20 lin.ft.	@	2.50	50.00
9.	24-inch Concrete Pipe	20 lin.ft.	@	3.50	70.00
10.	36-inch Concrete Pipe	10 lin.ft.	@	7.00	70.00
11.	48-inch Concrete Pipe	20 lin.ft.	@	12.00	240.00
12.	36-inch Corrugated Iron Pipe	20 lin.ft.	@	6.00	120.00
13.	Pit-run Gravel Surfacing	50,000 c. y.	@	0.30	15,000.00
14.	Hauling Surfacing Mater.	125,000 y.m.	@	0.12	15,000.00
15.	Gravel Shoulders	1,500 c.y.	@	0.30	450.00
16.	Hauling Shoulder Mater.	2,200 y.m.	@	0.12	264.00
17.	Filler	6,000 c.y.	@	0.25	1,500.00
18.	Hauling Filler	6,000 y.m.	@	0.15	900.00
19.	Sprinkling	900 m.gals.	@	2.00	1,800.00
20.	Preparation of Base	29.63 mi.	@	100.00	2,963.00
21.	Mineral Aggregates	5,500 c. y.	@	0.40	2,200.00
22.	Hauling Mineral Aggregates	8,000 y. m.	@	0.12	960.00
23.	Mixing and Finishing	4.63 miles	@	600.00	2,778.00
24.	Light Cutback Asphalt in Pl.	1,000 tons	@	26.00	26,000.00
25.	No. 2 Road Oil in Place	134 tons	@	26.00	3,484.00
				Total amount of Estimate	102,182.00

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER
By:

RMS:f

FORM 5-D-1 1500 4-37
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. [illegible], JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

14-20-7

RECEIVED
MAY 28 1937
FOR FILING
Const.
Projects

May 26th
1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

Replying to yours of May 22nd regarding increase in depth of surfacing on the Horse Ridge -Brothers section of the Central Oregon Highway proposed grading, surfacing and oiling project, wish to advise that it is our opinion that there will be an ample supply of material available in the sites stipulated in the Special Provisions to cover this increase.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f

cc-Mr. R. H. Baldock ✓

FORM 5-A-1 6M 3-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE No.

RECEIVED
MAY 26 1937
FOR FILING
Const Projects

May 22nd, 1937

Mr. W. E. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

Dear Sir:

You will note that the gravel surfacing on the Horse Ridge-Brothers Section was materially increased to include a minimum of 6 inches. This was done at the request of the Bureau of Public Roads.

If for any reason this depth would be inconsistent with the location of the gravel pits or some contingency of which we are not aware, please advise immediately.

The estimate, of course, will be increased to take care of the extra gravel.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

FORM 5-5-1 1500 4-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
MAY 6 1937
FOR FILING

Forest Projects

May 3rd
1937

Mr. R. H. Baldock ✓
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Attention: Mr. H. G. Smith

Dear Sir:

Replying to yours of April 29th regarding the Horse Ridge-Brothers Section of the Central Oregon Highway special provisions and engineer's estimate pertaining thereto.

We are returning to you herewith the following:

3 Construction profiles, Horse Ridge-Dry River Section; Dry River-Millican Section and Millican-Hampton Section (all blue prints.

2 Sheets Typical Cross Sections
1 Book Earthwork Computation Sheets
1 Copy of Resident Engineer's letter of explanation.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f

Encl.

Form 3-A1 5M 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. J. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
APR 30 1937
FOR FILING
Const
Projects

April 28th, 1937

Mr. J. M. Devers
Attorney
Office

NOTED
State Highway Engineer

Dear Sir:

Herewith please find, synopsis of a contract which provides for the purchase of water on the Horse Ridge-Brothers Section of the Central Oregon Highway.

Will you kindly draw up a form of agreement as suggested by Mr. Gould and forward the necessary copies to Mr. W. E. Chandler for signature.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

FORM D-A-1 10M 10-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. G

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
APR 21 1937
FOR FILING

Const
Projects

April 20th, 1937

Mr. W. E. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

Dear Sir:

In regard to the crushed rock surfacing to be used on the Gap Ranch-Lake County Line Section.

I do not believe it possible to get the job underway in time to place the oil this summer; therefore, the binder course should be applied as the job progresses the same as you have done on the Criterion Flat, and the material stockpiled for the O-11 layer.

I believe the thickness of the penetration stone could be decreased slightly to consist of one layer of 4½" - 2" stone placed upon a 5" course of cinders. I would not be favorable to 3" - 1½" sizes as we found it nearly impossible to key in and hold this size at the time when waterbound macadam was laid in two courses.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AM

cc to: R. H. Baldock ✓

Commissioners
Henry F. Cabell, Chairman, Portland
E. B. Aldrich, Pendleton
F. L. Tou Velle, Jacksonville
H. B. Gla

R. H. Baldock
State Highway Engineer
Salem

OREGON STATE HIGHWAY COMMISSION

Office of WM. E. CHANDLER, Division Engineer
BEND, OREGON

RECEIVED
APR 21 1937
FOR FILING
Correct
Project
Primary

In Replying Please
Refer to File No.

RECEIVED
APR 20 1937
STATE HIG

April 19th
1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

We are making a rather extensive search for surfacing materials on the Central Oregon Highway and in some places we are having good results in finding cinders and in some cases, fine gravel. However, it may be necessary to put on a crushed rock job immediately west of Gap Ranch for the $50,000 that is to be assigned to that section.

The specification we are using on the Shaniko Section is a 6" in depth of 4½ - 2" stone, then the application of an O-11 specification. On the desert section west of Gap Ranch, it seems that we could get along with a lesser thickness. Would you be adverse to the use of 4½" thickness plus an O-11 oiling specification? If the 4½" base thickness were used, I would like to change the size of the stone to 3" - 1½". This specification would be about one third cheaper than the heavier type. Under this I would use a 3" course of cinders.

It is entirely possible, however, that we will be able to use a combination specification between cinders and gravel, but this is rather doubtful due to our inability to get water and long haul on the latter. However, it might be desirable to do this surfacing late in the fall and early spring, the same as we contemplate on the Horse Ridge-Brothers section.

I would like to know if you approve of the thinner layer of crushed rock. If this specification is used, I would recommend laying the 4½" base and applying the binder course of oil direct, then adding the O-11 layer. The reason I am recommending the smaller size rock is because it is rather difficult to lay the coarse crushed rock in this thin layer and is very hard to get smooth. The cost per cubic yard would be little, if any higher.

Very truly yours,

WM E CHANDLER
DIVISION ENGINEER

WEC:f
cc-Mr. R. H. Baldock

FORM S-3-1 1936 10-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

Con'l
Projects
Primary

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
MAR 18 1937
FOR FILING

March 15th, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. V. E. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

Dear Sir:

With respect to the Horse Ridge-Brothers Section, the Commission has decided to oil this in its existing condition as near as possible. You are authorized, however, to change to standard sight distance so that none of the oil need to be destroyed. It is considered inadvisable to construct a standard Class C roadbed, and in order to avoid the danger inherent where some sections are extremely wide and others narrow, it has been decided to do such regrading as you find necessary to the Class F (26-ft. roadbed) standards.

You may also construct the channel changes and reslope the cuts where the snow bothered.

Very truly yours
R. H. BALDOCK
STATE HIGHWAY ENGINEER
By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

FORM 2-A-1 1936 10-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JAN 13 1937
FOR FILING

Const
Projects
Primary

January 11th, 1937

Mr. W. E. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

Dear Sir:

I note in your letter addressed to Mr. Baldock that the road mix from M.P. 13.55 to M.P. 18.55 on the Central Oregon Highway is estimated to cost $15,994. Our next Federal Aid budget allowed $27,000 for surfacing and roadmix on the section between M.P. 15.2 and M.P. 18.2.

Since this is to be a Federal project, I think you should use the standard 2½" mix and make your prices conform to those received on the later road mix jobs. If you still find you do not need the amount of $27,000.00, it can, of course, be used to extend the project farther east from M.P. 42.5.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AB

cc to: R. H. Baldock

C
O
P
Y

Bend, Oregon

January 9th, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

In going over your letter of December 15th which gives the basis for tentative estimate on the Shaniko project of the Sherman Highway and the Horse Ridge-Brothers Section of the Central Oregon Highway, I find a few questions to ask regarding the latter.

FIRST: You indicate from Mile Post 18.2 to Mile Post 21.2 three miles of dust pallative at $15,000. Now, the dust pallative will cost approximately $600.00 per mile which would leave $5400. per mile for resurfacing. Figuring this to be 24' wide this surfacing with pit gravel will amount to about $400. per inch per mile. This would furnish money enough for eleven inches which would seem entirely too much and would recommend not over four inches for resurfacing. In figuring the dust pallative I am figuring about .5 gallon or about the same job as was put on the Yellow Stone last year.

SECOND: On the last two items, from Mile Post 21.2 to Mile Post 42.5, you mention resurface and prime course. I take this prime course to mean what we have termed in the last few contracts as "binder course" which amounts to .3 to .5 of outback. The balance of the money setup would be for resurfacing.

Would be pleased to hear from you at an early date on these matters.

For your information, the Shaniko project is now in this office and will be sent to you in the very near future. The Horse Ridge-Brothers Section will also be in as soon as it is possible to get samples from sources of material.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

WEC:f

FORM 3-C-1 11240 500 10-33
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

1787

1475

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

November 4, 1933

RECEIVED
NOV 6 - 1933
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention Mr. H. G. Smith

Dear Sir:

Herewith please find specifications, estimate of cost, typical section and sketch map of the Horse Ranch-Silver Lake Section of the Fremont Highway.

Yours very truly

K. D. Lytle
Division Engineer

kdl/c
encl.

STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREG.

IN YOUR REPLY PLEASE
REFER TO FILE No. Ore. E-147-[illegible] D

Feb.25, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon.

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ____________ project agreement and certificate for the above numbered Federal Aid projects.

Very truly yours,

W. H. LYNCH
District Engineer

By A H Benedict
A. H. Benedict
Asst.Highway Engineer.

Encl.

RECEIVED
FEB 27 1933
OREGON
STATE HIGHWAY COMMISSION

App. 13159

Form P. R. 2

State Oregon

Project No. E-147, Section D

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—5518

App. 13159

Form P. R. 2

State Oregon

Project No. E-147, Section D

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 14th day of December, 1932

by and between the Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the Emergency Relief and Construction Act of 1932 (Public No. 302, 72nd Congress), approved July 21, 1932:

Whereas the Highway Department of said State submitted on the 12th day of December, 1928 a project statement, which was approved by the Secretary on the 25th day of March, 1929, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section D of said project which were recommended for approval by the United States District Engineer on the 9th day of September, 1932; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of eight hundred, twenty seven and 64/100 dollars ($ 827.64) as the share of the United States payable under said act on account of Section D of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from "Emergency Construction Highway funds" appropriated by Act approved July 21, 1932 (Public No. 302, 72nd Congress), and any part thereof not provided from such funds shall be met from Chap. 175, Laws of 1917, and Chap. 31, Laws of 1920.
(Include amount, date, and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 1560+00 on the section line between Sec. 32, T.19 S., R.16 E., W.M., and Sec. 5, T.20 S., R.16 E., W.M., and survey station 1668+00 in the N.E.¼ of Sec. 3, T.20 S., R.16 E., W.M.,

, length 2.045 miles, in Deschutes County, being Section D of Oregon Federal Aid project No. E-147, consisting of 2.045 miles of roadway and no bridges, ~~each of more than 20 feet clear span~~, of ~~a mile in length~~. known locally as the West Butte section of the Central Oregon Highway between official control points Bend and Burns.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

(b) It is mutually agrees that any and all construction work in connection with the proposed improvement of the project already performed or completed and now in place, and on which no Federal aid is requested, shall be subject to the inspection and approval of the Secretary or his authorized agents.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of eight hundred twenty-seven and 64/100 dollars ($ 827.64), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of two thousand, seven hundred fifty-eight and 80/100 dollars ($ 2,758.80), the approved total estimated cost of Section A of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927. (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 9th day of February, 1933

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Leslie Scott

Chairman, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By E. J. Washburn

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

C. F. Marvin
Acting Secretary of Agriculture.

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—5518

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. E 157-D State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 2,758.80 as the total estimated cost of said project, and the sum of $ 827.64 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 9th day of February one thousand nine hundred and Thirty-three

C. W. Marvin
Acting Secretary of Agriculture.

AWS

January 3, 1933.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

Herewith are enclosed three signed copies of project agreement covering the West Butte Section, Project [illegible].

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dict. by J. W. Nash/ER.

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. I

IN YOUR REPLY PLEASE REFER TO

FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

December 16, 1932

RECEIVED
DEC 17 1932
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Enclosed for signature and return to this office are three copies of agreement for Oregon Emergency Construction Highway Project E-147-D.

At the request of this office the depth of the surfacing was increased from 3" to 6", but the proposal quantities do not show the necessary increase. However, the project is combined in one contract with adjacent projects and it is understood that an increase of approximately 25% in the contract amount will be sufficient to provide the additional surfacing material. The special provision permitting a 50% increase in the amount of work to be done is not satisfactory.

Because of favorable subgrade, nature of the surfacing material and light traffic, no provision is made for future oiling or additional surfacing. It is our understanding that the surfacing now proposed for this project can be adequately maintained at a reasonable cost.

Also enclosed are one copy of the estimate upon which the agreement was based, and one copy of the specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By Canfield
E. J. Canfield
Highway Engineer

Encls.

OR 1475

2

October 4, 1938.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

We are enclosing herewith six copies of estimate as basis for project agreement covering the West Butte Section, Emergency Construction Project E.E.47-B.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

C. H. Probert,
Office Engineer.

Dict. by J. W. Bach/EB.

Encl.

Oregon State Highway Department

Emergency Construction
Highway Proj. No. E-147-B

EAST NORTH SECTION OF THE

CENTRAL OREGON HIGHWAY IN DESCHUTES COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 3, 1932.

Pit-run Gravel Surfacing:

4,000	cu. yds.	Pit-run Gravel Surfacing	$ 0.18	$ 720.00
600	" "	Truck-hauled Filler	0.18	108.00
11,000	yd. mi.	Hauling Gravel	0.14	1,540.00
1,000	yd. mi.	Hauling Filler	0.14	140.00
		Sub-total		$ 2,508.00
		10% Engr. & Cont.		250.80
		Total..............		$ 2,758.80

Length	2.045 miles.
Cost per mile	$1,349.04

Regular Federal Aid Requested	$ 827.64 (30%)
Emergency Construction Funds Requested	1,931.16
	$ 2,758.80

State Funds for Construction: Chapter 175, Laws 1917; Chapter 31, Laws 1920.

State Funds for Maintenance: Chapter 41, Laws 1927.

August 30, 1932

Mr. W. H. Lynch, District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate for the surfacing of the West Butte Section, project No. E-147-D. This estimate has been revised in accordance with the request of Mr. Davis by telephone, to provide for the surfacing with a depth of 6" instead of 3" as specified previously.

Sheet No. 2 of the plans have been likewise revised to show the increased surfacing quantities and we are sending under separate cover five blueprint copies of this sheet.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dist. by J. W. Nash/GS
Enc.

Oregon State Highway Department

Emergency Construction
Highway Project No. E-147-D

WEST BUTTE SECTION OF THE

CENTRAL OREGON HIGHWAY IN DESCHUTES COUNTY

(Estimate accompanying plans. Not as basis for project agreement)

Salem, Oregon, August 30, 1930

Pit-run Gravel Surfacing:

4000	cu. yd.	Pit-run Gravel Surfacing	$ 0.40	$ 1,600.00
600	cu. yd.	Truck-hauled Filler	0.25	150.00
11,000	yd. mi.	Hauling Gravel	0.10	1,100.00
1,000	yd. mi.	Hauling Filler	0.12	120.00
			Sub-total	$ 2,970.00
			10% Engr. & Cont.	297.00
			Total	$ 3,267.00

Length	2.045 miles
Cost per mile	$ 1,597.55

Regular Federal Aid Requested	$ 980.10
Emergency Construction Funds Requested	2,286.90
	$ 3,267.00

August 29, 1932.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

Herewith are enclosed six copies of estimate accompanying plans for the West Butte Section, Project No. 147-D. Five bid proposals and five blueprint sets of plans for this work are being sent under separate cover.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dict. by J. W. Nash/ER.

Encl.

Oregon State Highway Department

Emergency Construction
Highway Project No. E-147-D

[illegible] BUTTE SECTION OF THE

CENTRAL OREGON HIGHWAY IN DESCHUTES COUNTY

(Estimate accompanying plans. Not as basis for project agreement)

Salem, Oregon, August 29, 1932

Pit-run Gravel Surfacing:

4000	~~2,000~~	cu. yd.	Pit-run Gravel Surfacing	$0.40	$ ~~800.00~~	1600.00
600	~~300~~	cu. yd.	Truck-hauled Filler	0.25	~~75.00~~	150.00
11000	~~5,500~~	yd. mi.	Hauling Gravel	0.10	~~550.00~~	1100.00
1000	~~500~~	yd. mi.	Hauling Filler	0.12	~~60.00~~	120.00
			Sub-total		$ ~~1,485.00~~	2970.00
			10% Engr. & Cont.		~~148.50~~	297.00
			Total		$ 1,633.50	3,267.00

Length	2.045 miles	
Cost per mile	$ ~~798.77~~	1597.55

Regular Federal Aid Requested	$ ~~490.05~~	980.10
Emergency Construction Funds Requested	~~1,143.45~~	2286.90
	$ 1,633.50	$3267.00

CONTRACT#1988

9-1005 McKenzie Pass-Little Butte Sec.
McKenzie Highway 1937

1988

RECEIVED
MAR 1 1938
FOR FILING

9-1005

February 28, 1938

United States Fidelity & Guaranty Company,
H. K. Sprott, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1988 for the construction of the McKenzie Pass-Little Butte Section of the McKenzie Highway in Deschutes County has been completed by the contractor, Edwin C. Gerber, and that final settlement will be made by the State with said contractor for work done under said contract on or after March 10, 1938.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $15,764.71, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FORM 2-B-1 800 6-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

RECEIVED
OCT 29 1937
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
9-1005

IN REPLY PLEASE
REFER TO FILE NO.

October 28th
1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. B. Glaisyer ✓

Dear Sir:

Reference is made to your letter of October 26th regarding extension of time on Edwin C. Gerber's Contract No. 1988, McKenzie Pass-Little Butte section of the McKenzie Highway in Deschutes County.

On October 20th we wrote you recommending the extension of time without penalty and believing this communication to have gone astray, we are enclosing a second copy of our letter.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By: RMSmith
R. M. Smith

RMS:f
cc-Mr. H. G. Smith
Encl.

Noted
File

#1988

RECEIVED
OCT 29 1937
FOR FILING
9-1005

October 26, 1937

Mr. W. E. Chandler,
Division Engineer,
Bend, Oregon.

Dear Sir:

Herewith copy of a letter from Edwin C. Gerber, requesting an extension of time on his Contract No. 1988, McKenzie Pass-Little Butte Section in Deschutes County.

Please advise of your recommendation so that the matter can be presented to the Highway Commission.

Very truly yours,

Secretary.

Dict. by J. McFarland.

FORM 5-2-1 1500 4-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

COPY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
1937
FOR FILING
9-1005

October 20th
1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

Mr. Glaisyer has asked for a recommendation concerning the extra time required by Edwin C. Gerber on his Contract #1988, McKenzie Pass-Little Butte Section of the McKenzie Highway, Deschutes County.

There has been no loss to the State of engineering or any other direct loss. The inconvenience to travel is the same as if the contract had been completed on time. I think there is no reason that Mr. Gerber can give for this delay except that he took on work that took him longer than he planned. He subcontracted the road mix from the Itschner & Rigdon contract north of Paisley holding this job until after that was completed. I would say that it was a matter of policy entirely concerning penalty for this delay.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

WEC:f
cc-Mr. R. H. Baldock
Mr. H. B. Glaisyer ✓

[illegible] to
HGS. 10-30-37

#1988

RECEIVED
OCT 21 1937
FOR FILING
9-1005

October 20, 1937

United States Fidelity & Guaranty Company,
G. B. Eckles, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Edwin G. Gerber on Contract No. 1988, McKenzie Pass-Little Butte Section of the McKenzie Highway in Deschutes County. This payment will be made on or after October 30, 1937.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dist. by J.McFarland.

FORM 5-B-1 1500 4-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
OCT 21 1937
OREGON
STATE HIGHWAY COMMISSION

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OCT 25 1937
FOR FILING
9-1005

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

October 20th
1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

NOTED
State Highway Engineer

Dear Sir:

Mr. Glaisyer has asked for a recommendation concerning the extra time required by Edwin C. Gerber on his Contract #1988, McKenzie Pass-Little Butte Section of the McKenzie Highway, Deschutes County.

There has been no loss to the State of engineering or any other direct loss. The inconvenience to travel is the same as if the contract had been completed on time. I think there is no reason that Mr. Gerber can give for this delay except that he took on work that took him longer than he planned. He subcontracted the road mix from the Itschner & Rigdon contract north of Paisley holding this job until after that was completed. I would say that it was a matter of policy entirely concerning penalty for this delay.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

WEC:f
cc-Mr. R. H. Baldock ✓
Mr. H. B. Glaisyer

#1988

20

RECEIVED
OCT 20 1937
FOR FILING
9-1005

October 18, 1937

Mr. Edwin C. Gerber,
Oregon City, Oregon.

Dear Sir:

Reference is made to your contract No. 1988 - McKenzie Pass-Little Butte Section in Deschutes County.

The original completion date of this contract was July 31, 1937, and according to our records the work was not completed until August 28, 1937,

Will you please submit your application for an extension of time to the above date so that it will not be necessary to hold up the payment of your estimates. The application must be accompanied by the written consent of your surety on the bond furnished in connection with the contract.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary.

Dicta by J. [illegible].

Mr. Chandler:

Please advise of your recommendations.

H. B. Glaisyer

#1988

RECEIVED
OCT 16 1937
FOR FILING

RECEIVED
1937
STATE HIGHWAY COMMISSION

9-1005

UNITED STATES FIDELITY AND GUARANTY COMPANY
PORTLAND OFFICE
1112 BEDELL BUILDING, PORTLAND, OREGON

GAYLORD B. ECKLES
Manager

October 14, 1937

Oregon State Highway Commission
Salem, Oregon

Re: 58215-12-424-37 - Edwin C. Gerber

Gentlemen:

The above bond covers contract for 8.0 miles oil mat surface treatment on the McKenzie Pass - Little Butte Section of McKenzie Highway, Deschutes County.

We attach hereto our form inquiry blank, which we ask that you kindly complete and return to us at your earliest convenience in order that we may ascertain the present status of this contract.

A stamped and addressed envelope is enclosed for your convenience in returning the form.

Yours very truly,

G. B. Eckles

Manager

JJ

E - $13,431.00
R - $ 937.58
A - $12,493.42

Aug. 28

Portland 104

RECEIVED
1 - 1937
OREGON
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 28, 1937, 193

Section McKenzie Pass - Little Butte Oiling

Kind of work Oiling (O - 12 Type.)

Highway McKenzie

Section prefix 2-1005

Contractor E. C. Gerber

Contract number 1988

Date of contract June 3, 1937, 193

Date of completion July 31, 1937, 193

Date work started August 11, 1937, 193

Estimated date of completion Completed, 193

Amount of contract $ 12501.00

Per cent of time elapsed 100+ %

Estimated cost of completed project, exclusive of engineering $ 12501.00

Per cent of contract completed, based on total contract price 100% %

Engineering costs to date, $ 390.00, 3.2 %

Date project was completed August 28, 1937, 193

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Second seal was placed on this surface on Thursday and Friday, August 26th and 27th, completing the construction work on project, subject to final brooming. Results appear satisfactory.

NOTED

RECEIVED
1 - 1937

Signed Robert B. Gould
Robert B. Gould,
Resident Engineer,
Address Bend, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	TENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project				8.0	
Miles partially completed					
Miles completed				8.0	
Total estimated quantities				250 tons	
Estimated quantities moved or placed to date				250 tons.	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day				1	
Hours per shift				8	
Average force on project for week				30(for 2 days)	

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders 1, Rollers 1, Mixers 0, Crushing or screening plants 0,

Compressors 0, Bull dozers 0, Sheet-foot rollers 0, ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday	Fair	2 Hrs	Distributor Breakdown.
Friday	Fair	None.	
Saturday			

RECEIVED
JUL 27 1937
FOR FILING
9-1005

July 26, 1937

Mr. Edwin C. Gerber
Oregon City
Oregon

Dear Sir:

We are sending to you today by express a fully executed copy of Contract No. 1988, which was awarded you on June 3, 1937, for the oiling of the McKenzie Pass-Little Butte Section of the McKenzie Highway, in Deschutes County.

This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

FORM 8-A-1 5M 8-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
E. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

9-1035

July 17th, 1937

Mr. Edwin C. Gerber, Contractor
Oregon City, Oregon

Dear Sir:

I am advised that the surfacing on the McKenzie Pass-Little Butte Creek Section will be completed on July 24th, and that it will be very essential to start oiling as soon as possible thereafter as it is not considered possible to hold the road for any length of time under the summer traffic.

It is my remembrance that you are now operating on the Chalk Creek-Paisley Section. You will undoubtedly, therefore, have an opportunity to discuss the McKenzie Pass-Little Butte Creek Section with Mr. Chandler and arrange for its completion as soon as possible.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

NOTED
C. B. McCullough

FORM 2-2-1 2M 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

RECEIVED
JUN 11 1937
FOR FILING
9-1025

June 9th
1937

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
[illegible] 1937
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith NOTED
State Highway Engineer

Dear Sir:

We wish to advise that Mr. R. B. Gould has been assigned the residency of the McKenzie-Little Butte section of the McKenzie Highway, Contract #1988, pending your approval.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f

cc-Mr. R. H. Baldock
Mr. R. B. Gould

RECEIVED
JUN 5 1937
FOR FILING
9-1005

June 4, 1937

Mr. Edwin C. Gerber
Route 2
Oregon City, Oregon

Dear Sir:

The State Highway Commission on June 3, 1937, awarded to you the contract for 8.0 miles oil mat surface treatment on the McKenzie Pass-Little Butte Section of the McKenzie Highway in Deschutes County. This award was based on your bid of $12,501 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

AM

FORM 8-8-1 1500 4-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JUN 2 1937

FOR FILING
Correspondence
Prospects
9-1005

May 29th
1937

R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

NOTED
State Highway Engineer

Dear Sir:

Pursuant to your letter of instructions under date of November 6, 1936, we are submitting herewith, for comparison of bids, the following estimate on the McKenzie Pass-Little Butte Section of the McKenzie Highway, Deschutes County, 8.00 mi. oiling:

Item No.	Item			Unit Price	Amount
1.	Preparation of Base	8.00 mi.	@	~~1.00~~ 100.00	800.00
2.	Placing Mineral Aggregate	2,900 c. y.	@	0.85	2,465.00
3.	Hauling Mineral Aggregate	5,000 y. m.	@	0.20	1,000.00
4.	No. 3 Road Oil in Place	166 tons	@	31.25	5,187.50
5.	Emulsified or Cutback Asphalt in Place	90 tons	@	32.50	2,925.00
6.	Sprinkling	350 M-Gals.	@	2.75	962.50
		Total amount of Estimate			13,340.00

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:

R. M. Smith

RMS:f

FORM 9-9-1 1000 4-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

9-1005

RECEIVED
MAY 3 1937
FOR FILING

April 29th
1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Attention: Mr. H. G. Smith

Dear Sir:

We are enclosing herewith the following:

2 Copies of Special Provisions
3 Copies of Engineer's Estimate
1 Sketch Map of proposed project, attached to first copy of Special Provisions
3 Copies, Statement of Source of Materials

This data is to cover the proposed 0-9 Oil Mat surface treatment on the McKenzie Pass-Little Butte section of the McKenzie Highway between Mile Post 75.71 and Mile Post 83.71, a total distance of eight miles.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

WEC:f

Encl.

cc-Mr. R. H. Baldock

FORM 8-A-1 10M 10-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

7-100

IN REPLY PLEASE
REFER TO FILE No.

April 7th, 1937

Mr. K. H. Lytle
Division Engineer
State Highway Dept.
Roseburg, Oregon

Highway Engineer

Dear Sir:

It has been decided to oil the Yale Ranch-McKenzie Summit Section of the McKenzie Highway with light oil, at an estimated cost of $15,000.00, and divert the rest of the money to other light oil which will include $5,000.00 on the Sam's Valley and $2,000.00 on the Rogue River Loop.

It is contemplated this work will be done with maintenance forces, and no specifications will be required. A project, however, may be worked up for the stockpiling of maintenance material on the Yale Ranch-McKenzie Summit Section to be let this fall. Specifications and descriptions should be prepared for this maintenance project as soon as possible in order to facilitate the work of the right of way department. The quarries and stockpile sites can then be obtained and the project let as soon as funds are available.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AB

cc to: R. H. Baldock ✓

CONTRACT# [redacted] 1989

FLH 2-C Miller Flat-Agency Sec., Warm 1938
Springs Hwy.
#1989 Folder # 2

RECEIVED
MAY 15 1940
FOR FILING

FLH 2-C

May 14, 1940

Mr. A. W. Murray
Superintendent of Claims
U. S. Fidelity and Guaranty Company
306 Central Building
Seattle, Washington

Dear Sir:

On May 7, I made a careful check of the classification on the Miller Flat-Agency Section of the Warm Springs Highway, built by the Anderson Construction Company, pursuant to your request.

I classified the entire job very carefully, testing the material in the slopes with a pick at numerous places, and spent an entire half day on this job. After returning to the office, the computers found that the classification that I made had 1,941.1 cubic yards of rock less than the classification as determined by Mr. H. G. Smith. My classification checked Smith's within about 4%, which is, in my opinion, quite close. I believe Smith's classification represents a very fair settlement.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:HI
cc Mr. H. G. Smith
Mr. S. H. Probert

Form [illegible]

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 8th, 1940

Subject: Miller Flat-Agency Reclassification

To: Mr. R. H. Baldock
State Highway Engineer
Office

REFERRED TO
By Asst. State Highway Engineer

Dear Sir:

Mr. J. W. McCallister has recomputed the Miller Flat-Agency Section of the Warm Springs Highway which was built by the Anderson Construction Company, and finds that the classification made by you on May 7th has 1,941.1 cubic yards of rock less than that originally made by myself.

Very truly yours,
H G Smith
H. G. Smith
Construction Engineer

HGS:AR

3
2000

OREGON STATE HIGHWAY DEPARTMENT
SALEM, OREGON

EARTH WORK COMPUTATION SHEET

Section Miller Flat - Agency **Line** Re-class by R. H. Baldock **Sheet No.** ....
Highway .... **County** .... **Job No.** ....

STATION NUMBERS	AREAS Cut	AREAS Fill	VOLUMES Excavation	Excavation Sub-totals	Embankment	Embankment Sub-totals	MASS COMPUTATION Emb. + or − ....%	Summation	CLASSIFICATION Basis	Quantities Common	Inter.	Rock
1355+50					Reclassification shown in red							
			681.4						30-70 40-60	204.4 272.6		477.0 408.8
1356+50												
			10094.0						40-60 35-65	4037.6 3532.9		6056.4 6561.1
1359+75												
			1379.1						40-60 45-55	551.6 620.6		827.5 758.5
1360+50												
			2036.3						70-30 50-50	1425.4 1018.1		610.9 1018.2
1363												
			226.8						50-50 60-40	113.4 136.1		113.4 90.7
1363+50												
			—									
1372+50												
			1422.7						20-80 30-70	284.5 426.8		1138.2 995.9
1374												
			4069.7						30-70 20-80	1220.9 813.9		2848.8 3255.8
1376												
			—									
1387												
			1027.5						50-50 30-70	513.7 308.2		513.8 719.3
1391												
			769.2						40-60 25-75	307.7 192.3		461.5 576.9
1394+50												
			884.3						30-70 20-80	265.3 176.9		619.0 707.4
1398												
			—									
1398+50												
			680.7						30-70 35-65	204.2 238.2		476.5 442.
1399+50												
			5975.9						70-30 65-35	4183.1 3884.3		1792 2091.
1403+50												
			3008.2						70-30 60-40	2105.7 1804.9		902. 1203.
1405+50												
										15417.5 13425.8		16833. 18830.

EARTH WORK COMPUTATION SHEET

Section .... Line .... Sheet No. ....

Highway .... County .... Job No. ....

STATION NUMBERS	AREAS		VOLUMES				MASS COMPUTATION		CLASSIFICATION			
			Excavation		Embankment		Emb. + or — ......%	Summation	Basis	Quantities		
	Cut	Fill		Sub-totals		Sub-totals				Common	Inter.	Rock
1413+75												
			83.6						80-20 60-40	66.9 50.2		16.7 33.4
1414												
			1704.6						60-40 35-65	1022.8 596.6		681.8 1108.0
1416												
			250.2						75-25 40-60	187.6 100.1		62.6 150.1
1416+50									—			
			—									
1418+50												
			62.9						75-25 60-40	47.2 37.7		15.7 25.2
1419												
			195.4						10-90 30-70	19.5 58.6		175.9 136.8
+50												
			335.1						30-70 60-40	100.5 201.1		234.6 134.0
1420												
			1448.7						60-40 70-30	869.2 1014.1		579.5 434.6
1422									—			
			—									
+50												
			491.9						25-75 30-70	123.0 147.6		368.9 344.3
1423									-			
			—									
1425									25-75 35-65	990.8 1387.1		2972.4 2576.1
			3963.2									
1426									25-75 30-70	3095.6 3714.7		9286.6 8667.5
			12382.2									
1427+50									25-75 20-80	4730.0 3784.0		14189.9 15135.9
			18919.9									
1429												
			—									
1430+50									25-75 40-60	353.1 565.0		1059.4 847.5
			1412.5									
1431										27023.7 25082.6		46482.3 48423.4
Grand Totals							Diff. 1941.1 →					

FLH 3-2

CLASS OF SERVICE DESIRED	
DOMESTIC	CABLE
TELEGRAM ☒	FULL RATE
DAY LETTER	DEFERRED
NIGHT MESSAGE	NIGHT LETTER
NIGHT LETTER	SHIP RADIOGRAM

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

RECEIVED
MAY 6 1940
FOR FILING

COPY OF WESTERN UNION TELEGRAM

File

MAY 4TH, 1940

A. W. MURRAY
306 CENTRAL BUILDING
SEATTLE, WASHINGTON

I WILL RECLASSIFY THE ANDERSON CONSTRUCTION COMPANY JOB ON THE MILLER FLAT-[illegible] SECTION MAY 7TH, ARRIVING ON JOB ABOUT 1 P.M. YOU ARE INVITED TO BE PRESENT IF YOU SO DESIRE.

R. H. BALDOCK

~~cc H D Smith~~

RECEIVED
APR 16 [illegible]
FOR FILING

FLH 2 - C

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 18, 1940

Subject: U. S. F. & G. v. Highway Commission

To: Mr. C. B. McCullough,

Office.

Dear Sir:

Attached is a final voucher in the Anderson Construction Company case. Attached also for explanation is a copy of a letter which I received from Sheppard & Phillips, attorneys for the surety company. I recommend that the voucher be accepted and put through in its present form.

For your further information I am attaching a copy of the judgment entered in Federal Court by Judge Fee in connection with this matter.

Yours very truly,

J. M. Devers

J. M. DEVERS

JMD:PW
Enc.

REFERRED TO
By State Highway Engineer

RECEIVED
NOV 2 1939
FOR FILING

FLH 2-C

October 30, 1939

Subject: Certified Copies of
Estimate Vouchers

H. B. Glaisyer,
Secretary
Office

Dear Sir:

I am herewith returning the six copies of estimate vouchers in connection with contracts of Andersen Construction Company and of the Consolidated Highway Company, which copies were made up some little time ago at the request of Mr. McFarland from the duplicate copies in our files. You requested that additional items be filled in to make them copies of the original vouchers on file in the office of the Secretary of State. This has been done and I am returning the vouchers for your use.

I wish to call your attention, however, to one fact in connection with the copy of estimate 15-Final, contract No. 1984, with the Consolidated Highway Company in the amount of $2,957.19. At the time these copies were made, our records indicated that we were holding in our safe the semi-final warrant on this contract and that the Secretary of State was holding this original voucher without the issuance of the warrant. Our records indicated that the warrant and the voucher were first held under an attachment served by the U. S. Department of Internal Revenue on this department and on the Secretary of State.

Our records clearly indicate that later, on this particular contract, the Government definitely released its attachment but at the same time an attachment was filed by the Isaacson Iron Works and under Mr. Dever's instructions the warrant on both the semi-final and final estimates was to be held by this department until the attachment has been released. This attachment has not yet been released and our instructions are still the same from Mr. Dever's office.

In securing the present copies from the Secretary of State's office, we are now informed that without notice to this Commission, the Secretary of State's office on February 15, 1939 turned over the warrant on this final voucher to the Department of Internal Revenue. I have advised Mr. Devers of these facts and he states that he will definitely take the matter up with the Secretary of State's office, as his records agree with ours in indicating that the warrant should be recovered from the Government and held for this department under the attachment of the Isaacson Iron Works. I have not yet received his report as to his conference with the Secretary of State's office.

Very truly yours,

Carl F. Smith

CFS:EB
Att.

Other correspondence filed
Const.
Contractors
Consolidated Hwy. Co.

SHEPPARD & PHILLIPS
Portland, Ore.

June 8th, 1939.

Mr. H. B. Glaisyer
Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir: Re: United States Fidelity & Guaranty Company vs.
Oregon State Highway Commission, et al -
Civil case #70

Prior to the pretrial of this case in the Federal Court, it will be necessary for us to have certified copies of the following contracts:

Andersen Construction Company with the Oregon State Highway Commission;
Warm Springs contract number 1989;
Roseburg contract number 1951

We will also have to have copies of the contracts between the Consolidated Highway Company, and the Oregon State Highway Commission; Pendleton-Umatilla contract number 1958; Jordan Valley contract number 1984; Wallowa contract number 1929.

Along with these contracts it will be necessary for us to have a certified copy of the assignments of the Andersen Construction Company to the United States Fidelity and Guaranty Company, contract number 1951 of the Roseburg job, as well as the assignments from the Consolidated Highway Company to the United States Fidelity and Guaranty Company on Pendleton-Umatilla number 1958; Toledo number 1851 and the Wallowa contract number 1929.

We must also have a final estimate on all four of the Consolidated contracts as well as the finals on the two Andersen jobs.

I do not know the easiest way to obtain these but certified copies, I believe, would be sufficient. If you will have certified copies made up and forwarded to me, advising me as to the expense, I would be glad to handle it this way, or if you would rather be subpoenaed with the originals, of course I would comply with your desires in the matter. Then again, Mr. Devers is representing the Oregon State Highway Commission in this case, and it might be that he would bring them down with him at the time of pretrial. I am writing him a letter today in answer to one of his, inquiring about this case, so you might take it up with him and decide which will be the easier method to pursue.

Kindly give me your earliest advices or forward me the certified copies and oblige

Yours very truly,

SHEPPARD & PHILLIPS
By (signed) W. K. Phillips

WKP:rs
cc J. M. Devers

VED
AY 2 1940
FOR FILING

FLH 2-C

STATE OF OREGON)
(ss
COUNTY OF MARION)

I, H. B. Glaisyer, the duly appointed, qualified, and acting Secretary of the Oregon State Highway Commission, de hereby certify that the attached copy of final estimate voucher No. 7, in connection with State Highway Contract No. 1989, for construction of the Miller Flat-Agency Section of Warm Springs Highway in Jefferson County by Andersen Construction Company, Inc., has been compared by me with the original final estimate voucher No. 7, and that the same is a true and correct copy of said final estimate voucher No. 7, and of the whole thereof.

IN WITNESS WHEREOF, I have hereunto set my hand this 1st ~~24th~~ day of November ~~June~~, 1939.

H B Glaisyer
Secretary
OREGON STATE HIGHWAY COMMISSION

STATE OF OREGON,

To Andersen Construction Co., Assigned, Dr.
U. S. Fidelity & Guaranty Co.

County Jefferson

Postoffice address Portland, Oregon

Highway Warm Springs

Work done to 12/18/1937 Contract No. 1989

Section Miller Flat-Agency

Prefix No. 116-1007 Estimate No. 7 Final

ITEM	Unit	Unit Prices	Total Quantities To Date	Total Amount To Date	Previous Amount	Present Amount
1 Clearing & grubbing	all	250.00	100%	250.00	250.00	-
2 Trench excavation	c y	1.50	342.6	513.90	513.90	-
3 Common excavation	"	.18	38,537.2	6,936.70	6,954.52	- 17.82
4 Solid rock excavation	"	.55	104,083.2	57,245.76	57,228.05	17.71
5 Overhaul	yd sta	.01	218,093	2,180.93	2,117.63	63.30
6 Truck haul	yd mi	10	11,640	1,164.00	1,153.17	10.83
7 Fin. R.B & slopes	mi	285.00	2.14	609.90	609.90	-
8 Rounding cutbanks	l ft	.10	9,285	928.50	928.50	-
9 6" perf. iron pipe	"	1.00	220	220.00	220.00	-
10 18" corr. " "	"	2.25	475	1,068.75	1,068.75	-
11 36" " " "	"	7.00	152	1,064.00	1,064.00	-
12 Class "D" concrete	c y	22.00	35.76	786.72	786.72	-
13 Metal reinforcement	lb.	.10	5,409	540.90	540.90	-
14 Rock backfill in drains	c y	3.00	29	87.00	87.00	-
Force account				149.98	-	149.98
				73,747.04	73,523.04	224.00
DEDUCTIONS						
Lump sum deducted as per agreement with contractor in return for completion by finishing work by state force.				200.00	-	200.00
Totals				73,547.04	73,523.04	24.00
0 ~~15~~% Retained				-	2,205.69	2,205.69
Total Payments				73,547.04	71,317.35	2,229.69

Audited and approved by

Period covered 10/11-12/18/1939

Items Cont. 1989 - Est. 7 Final

Computed by G.W.Alling L.M.Groves Checked by Carl F. Smith To be paid contractors, this estimate, $ 2,229.69

Highway Warm Springs
Section Miller Flat-Agency

Work done to 12/18/1939
Contract No. 1989
Prefix No. 116-1007
Estimate No. 7 Final

ITEM	Unit	Unit Prices	Total Quantities To Date	Total Amount To Date	Previous Amount	Present Amount
1 Clearing & grubbing	all	250.00	100%	250.00	250.00	-
2 Trench excavation	c y	1.50	342.6	513.90	513.90	-
3 Common excavation	"	.18	38,537.2	6,936.70	6,954.52	- 17.82
4 Solid rock excavation	"	.55	104,083.2	57,245.76	57,228.05	17.71
5 Overhaul	yd sta	.01	218,093	2,180.93	2,117.63	63.30
6 Truck haul	yd mi	10	11,640	1,164.00	1,153.17	10.83
7 Fin. R.B & slopes	mi	285.00	2.14	609.90	609.90	-
8 Rounding outbanks	l ft	.10	9,285	928.50	928.50	-
9 6" perf. iron pipe	"	1.00	220	220.00	220.00	-
10 18" corr. " "	"	2.25	475	1,068.75	1,068.75	-
11 36" " " "	"	7.00	152	1,064.00	1,064.00	-
12 Class "D" concrete	c y	22.00	35.76	786.72	786.72	-
13 Metal reinforcement	lb.	.10	5,409	540.90	540.90	-
14 Rock backfill in drains	c y	3.00	29	87.00	87.00	-
Force account				149.98	-	149.98
				73,747.04	73,523.04	224.00
DEDUCTIONS						
Lump sum deducted as per agreement with contractor in return for completion by finishing work by state force.				200.00	-	200.00

Audited and approved by				
Period covered 10/11-12/18/1939	Totals	73,547.04	73,523.04	24.00
	~~15~~ 0 % Retained	-	2,205.69	2,205.69
Items Cont. 1989 - Est. 7 Final	Total Payments	73,547.04	71,317.35	2,229.69

Computed by G.W.Alling L.M.Groves Checked by Carl F. Smith To be paid contractors, this estimate, $ 2,229.69

Engineer Forrest Cooper

Previous Voucher No. 3442

Form 22—9M—3-36

Office No. ....

1939-7 Final Claim No. 4

STATE HIGHWAY FUND

ANDERSEN CONSTRUCTION CO., Assigned
U. S. Fidelity & Guaranty Co., Board
of Trade Bldg., Portland, Oregon
c/o WALTER F. CLINE, U. S. FIDELITY &
GUARANTY CO.,
BOARD OF TRADE BLDG., PORTLAND, OREGON.
$ 2,229.69

STATE HIGHWAY COMMISSION

For payment of all accounts [redacted] by the State Highway Commission [redacted] authority of section 44-601, Oregon Code [redacted]

Correct ....
Auditor

Salem, Oregon, ..., 193....

The within claim has been authorized in the above amount.

....
As State Highway Engineer

The within claim is approved and [redacted] the above amount.

State Highway Commission
....
As Chairman
....
As Commissioner
....
As Commissioner

Audited and Allowed

[redacted]
....
Secretary of State

BUDGET CLASSIFICATION

Month	Budget Classification	Amount
	Contract Payments	$
		$
		$
		$
	Not under monthly budget	$
	TOTAL OF CLAIM	$

[redacted]

STATE PRINTING DEPT.

STATE OF OREGON,
County of .... } ss.

I, ..., *being first duly sworn, depose and say upon oath,*
(Name)

that I am Andersen Construction C., *; that I have knowledge of the*
(A member of the firm or corporation—otherwise leave blank)

above-described and attached claim; that the foregoing account is correct and just; that the work was actually performed and material furnished as therein charged; and that there is due me on this date from the State of Oregon, according to contract,

the sum of two thousand two hundred twenty-nine and 69.100 - - - - - - - - - - - - -
- *Dollars ($* 2,229.69*)*

and that the same, or any part thereof, has not been paid.

NOTE—This affidavit must be executed by a member of the firm or corporation who has full knowledge of the within account.

....
(Name)

Subscribed and sworn to before me this .... *day of* ...., *A. D. 193*......

[NOTARIAL SEAL]

....
Notary Public for Oregon

My commission expires ....

Warrant No. R.......... *issued in payment of the within claim.*

FLH 2-C

STATE OF OREGON)
ss
COUNTY OF MARION)

I, H. B. Glaisyer, the duly appointed, qualified and acting Secretary of the Oregon State Highway Commission, do hereby certify that the attached copy of final estimate voucher No. 7, in connection with State Highway ~~of Anderson Construction Company, on~~ Contract No. 1989, for construction of the Miller Flat-Agency Section of Warm Springs Highway in Jefferson County, by Anderson Construction Company, has been compared by me with the original ~~copy of said~~ final estimate voucher No. 7, and that the same is a true and correct copy of said final estimate voucher No. 7, and of the whole thereof.

IN WITNESS WHEREOF, I have hereunto set my hand this 24th day of June, 1939.

H B Glaisyer
Secretary.
OREGON STATE HIGHWAY COMMISSION

OK

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

RECEIVED [illegible]
FOR FILE

FLH-2-C

IN REPLY PLEASE
REFER TO FILE NO.

March 20th, 1939

F. L. Crooks & Co.
Equipment and Supplies
Henry Building
Portland, Oregon

Gentlemen:

In answer to your inquiry concerning the work performed by the Anderson Construction Company on the Miller Flat-Agency Section of the Warm Springs Highway from July 2nd to August 3rd, 1937, I beg to advise that our weekly reports indicate that the contractors moved 38,000 cubic yards, working three shifts at seven hours per shift during that time.

This information is based on estimates only and is not measured quantities.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AH

cc to: H. B. Glaisyer ✓

NOTED
H B GLAISYER

FORM [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

J. W. DeSOUZA
ASSISTANT ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
FEB 8 1939
FOR FILING

February 7, 1939

Honorable J. W. Maloney,
Collector of Internal Revenue,
Customhouse Building,
Portland, Oregon.

Dear Sir:

The purpose of this letter is to acknowledge the final notice and demand made by the government on the Oregon State Highway Commission for the payment of money in the custody of the state and earned by the Anderson Construction Company under a contract for highway construction.

The Highway Commission is unable to comply with the demand for the reason that these funds are now in litigation in the United States District Court for the District of Oregon, in which case the Highway Commission has been named as one of the defendants. I understand, too, that the Collector of Internal Revenue for the United States is likewise named as a defendant.

Will it meet with your approval if the State Highway Commission holds the funds until the Court has rendered a decision in said case?

Yours very truly,

J. M. DEVERS

JMD:PW

cc H. B. Glaisyer ✓
C. F. Smith

RECEIVED
JAN 18 1939
FOR FILING

2 H 2-C

January 18, 1939

Sheppard & Phillips
Attorneys at Law
Public Service Building
Portland, Oregon

Attention H. K. Phillips

Gentlemen:

In response to your request of January 16, we are sending to you by express a certified copy of the Andersen Construction Company contract, No. 1909, for the grading of the Miller Flat-Agency Section of the Warm Springs Highway, in Jefferson County.

We are attaching hereto certified copy of assignment, whereby all funds on this contract were assigned to the United States Fidelity & Guaranty Company.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

#1989
~~Jefferson~~

RECEIVED
JAN 17 1939
OREGON
STATE HIGHWAY COMMISSION

LAW OFFICES
SHEPPARD & PHILLIPS
SUITE 1208 PUBLIC SERVICE BUILDING
PORTLAND, OREGON

CHESTER A. SHEPPARD
WENDELL K. PHILLIPS

January 16, 1939.

Oregon State Highway Commission,
Salem, Oregon.

Attention: Mr. H. B. Glaisyer

Gentlemen:

We are attorneys for the United States Fidelity & Guaranty Co., as you no doubt know, and are desirous of securing a copy of Contract No. 1989 between the Oregon State Highway Commission and the Andersen Construction Co., being the Warm Springs project.

Will you also please furnish us with a copy of the assignment of Andersen Construction Co. to the United States Fidelity & Guaranty Co.

Thanking you in advance for your prompt attention to this matter, we are

Yours very truly,

SHEPPARD & PHILLIPS

By W. K. Phillips

REFERRED TO
BY SECRETARY

please prepare copy

WKP:HM

Form 5-A-1 5M 9-33

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

December 24th, 1938

Mr. A. W. Murray
Superintendent of Claims
U. S. Fidelity & Guaranty Co.
306 Central Building
Seattle, Washington

Dear Sir:

I am answering your letter relative to the Miller Flat-Agency Plains Section, Anderson Construction Company, contractors, addressed to Mr. Baldock, as he recently left for Chile as one of the American delegates to the Pan-American Highway Congress.

Mr. Baldock scheduled a date on several different occasions to make an inspection of this project, but found it impossible at the last minute to go. He has it in mind still and will make it at the first opportunity, which cannot be before late spring as he will be very busy until after the adjournment of the legislature.

As a matter of record, I am sure that Mr. Baldock will wish corrected the insinuation contained in your letter that he has agreed to reclassify as a means of a compromise settlement. Mr. Baldock gave you distinctly to understand that if he made the reclassification it would be strictly on a merit basis, reclassifying the job according to his judgment from one end to the other and without consideration to the amounts already given or to losses sustained by the contractor. You agreed to accept his classification as final whether or not it would prove more or less than already given the contractor.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

RECEIVED
DEC 23 1938
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES FIDELITY AND GUARANTY COMPANY
SEATTLE CLAIM OFFICE
306 CENTRAL BUILDING, SEATTLE, WASH.

A. W. MURRAY
Superintendent

TELEPHONE
MAIN 7772

Dec. 21st, 1938

Mr. R. H. Baldock
State Highway Engineer
State Highway Commission
Salem, Oregon

Dear Mr. Baldock:

Re: Andersen Construction Co.
Warm Springs Contract

You will recall that several months ago the writer had a conference with Mr. Smith concerning the contention of the contractor that he was entitled to further consideration by way of reclassification on this contract. It seems to be the consensus of opinion that the material at the time the excavation was in progress was at least 90% solid and this seems to be borne out in fact by the amount of powder that was used. It is true that due to the nature of the material the same slakes on exposure to the air and therefore it would be difficult at this time to determine the nature of the material from visual inspection.

The United States Fidelity & Guaranty Company has never encouraged litigation in matters of this kind. We feel that there is merit to the contractor's claim and that in all probability the most satisfactory means of disposing of the same would be by a compromise settlement through the medium of reclassification.

You advised the writer that you were going to look over the contract as soon as you had time to do so with a view of possible adjustment by reclassification. We were hoping that this matter might be finally disposed of satisfactory to all concerned.

Yours truly

AWMurray

Supt. of Claims

AWM:M

RECEIVED
1938

#1119 5

FORM 0-KA 1938 3-38
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

J. W. DeSOUZA
ASSISTANT ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
NOV 28 1938
FOR FILING

November 26, 1938

7 LH 2-C

United States Fidelity & Guaranty Company,
McCollister & Campbell,
300 Central Building,
Seattle, Washington.

Gentlemen:

I inclose herewith copy of return or answer made by the Secretary of the Highway Commission to a Notice of Tax Levy served by the United States Government against funds earned and unpaid under contract No. 1980 with the Anderson Construction Company.

Until the interests of the Government have been adjusted it will be impossible for the Highway Commission to release further funds.

Yours very truly,

J. M. DEVERS

JMD:FW
Inc.

cc H. B. Glaisyer
C. F. Smith

REFERRED TO
Jm
(SECRETARY)
[illegible] on your [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

J. W. DESOUZA
ASSISTANT ATTORNEY

OREGON STATE HIGHWAY COMMISSION

SALEM

November 28, 1938

Honorable J. W. Maloney,
Collector of Internal Revenue,
Customhouse Building,
Portland, Oregon.

Dear Sir:

I am inclosing a return or answer made by the Secretary of the Highway Commission to a Notice of Tax Levy served by the Government in connection with its claim against the Andersen Construction Company.

You will note that the funds which the Commission holds are covered by an assignment made by the contractor to the surety company. I have advised the surety company that no release of funds can be made by the Commission until the Government's claim has been disposed of.

With very kind personal regards, I am

Yours very truly,

J. M. DEVERS

JMD:PW
Enc.
cc H. B. Glaisyer
C. F. Smith

Andersen Construction Company,
2805 N. E. 38th Avenue
Portland, Oregon.

U. S. F. & G. Company
McCollister & Campbell,
300 Central Building,
Seattle, Washington.

STATE OF OREGON,)
) ss.
COUNTY OF MARION,)

I, H. B. Glaisyer, hereby certify that I am the duly appointed, qualified and acting Secretary of the Oregon State Highway Commission; that as such Secretary I have in my custody and control all the papers, records, documents, books of account, and contracts of the State Highway Commission.

I further certify that according to the books and records of the State Highway Commission a contract was entered into between the State of Oregon, by and through its State Highway Commission, and the Andersen Construction Company, which said contract is known in our records as contract No. 1989 and bears date of June 3, 1937, and is in connection with the construction of the Miller Flat-Agency Section of the Warm Springs Highway. I further certify that in connection with the performance of said contract there has been earned and as yet unpaid a retained percentage in the sum of $2,205.69, which said sum is held by the Commission as a retained percentage until the job is ready for final settlement.

I certify further that the said sum of money has been assigned by the said Andersen Construction Company to the United States Fidelity & Guaranty Company, which is the surety on the performance bond furnished by said contract at the time the contract was entered into and which said sum is now claimed by said surety.

I further certify that the State Highway Commission is uncertain as to whether or not the claim of the assignee is superior to the claim of the United States Government as evidenced by its notice of levy of tax lien. The assignment made by the contractor to the said surety bears date of November 22, 1937.

Dated this twenty-fifth day of November, 1938.

H. B. Glaisyer
Secretary
Oregon State Highway Commission

#1989

MMISSIONERS
F. CABELL, CHAIRMAN, PORTLAND
ALDRICH, PENDLETON
L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

J. W. DeSOUZA
ASSISTANT ATTORNEY

OREGON STATE HIGHWAY COMMISSION

SALEM

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OCT 1 1938
FOR FILE

7-H-2-C

October 11, 1938

Mr. J. W. Maloney,
Collector of Internal Revenue,
Customhouse,
Portland, Oregon.

Dear Mr. Maloney:

Inclosed is a return made by the State Highway Commission to the Notice of Tax Levy in the matter of the Government's claim against the Andersen Construction Company.

A copy of this letter and a copy of this return I am mailing to Mr. Lynch, Postoffice Building, Salem, Oregon.

Yours very truly,

J. M. DEVERS

JMD:PW
Inc.

cc Mr. Lynch
Postoffice Bldg.,
Salem, Oregon.

Carl Smith
H. B. Glaisyer

Anderson Construction Co.,
6026 S. W. Vermont Street,
Portland, Oregon.

U. S. F. & G. Company,
Board of Trade Bldg.,
Portland, Oregon.

REFERRED TO
BY SECRETARY

ANDERSEN CONSTRUCTION COMPANY AND
UNITED STATES FIDELITY & GUARANTY COMPANY

STATE OF OREGON,)
) ss.
COUNTY OF MARION,)

I, H. B. Glaisyer, hereby certify that I am the duly appointed, qualified and acting Secretary of the Oregon State Highway Commission, and that as such Secretary I have in my custody and control the papers, records, contracts and other documents pertaining to the business of the Oregon State Highway Commission.

I certify that the Andersen Construction Company entered into a contract with the State of Oregon, which contract is known in the Commission's records as contract No. 1989, and by which contract the said Andersen Construction Company agreed to perform certain highway construction; that in connection with said contract the United States Fidelity & Guaranty Company, as surety, executed and delivered to the State of Oregon, by and through its State Highway Commission, a surety bond to insure the performance of the work and payment of labor and material; that there has been earned and unpaid under said contract the sum of $2,205.69, which is held by the Commission as retained percentage and is to be held until the job is completed and accepted by the Commission; that on the twenty-second day of November, 1937, the Andersen Construction Company assigned to its surety, the United States Fidelity & Guaranty Company, all moneys earned or to be earned under said contract; and that said assignment contains the following provision: * * * provided, however, that nothing herein shall in any manner supersede or defeat the State's prior and superior claim and interest in and to said funds, nor shall this assignment in any manner vest in the assignee any interest in said funds prejudicial to the interest and claims for labor and material."

The Oregon State Highway Commission respectfully requests instructions from the United States Government as to whether or not the Government's claim arising out of said tax levy is superior to the claim of the surety, the United States Fidelity & Guaranty Company, under and by virtue of said assignment.

Dated this 11th day of October, 1938.

H. B. GLAISYER
Secretary
Oregon State Highway Commission

#1489

FORM D-HY 1936 9-37
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

J. W. DeBOUEA
ASSISTANT ATTORNEY

OREGON STATE HIGHWAY COMMISSION

SALEM

RECEIVED
OCT 3 1938
FOR FILING

7-H 2-C

October 1, 1938

Memorandum to Carl Smith:

Please hold further payments due under the Anderson Construction Company contract until we get a release from the Federal Government.

Yours very truly,

J. M. DEVERS

JMD:FW

cc H. B. Glaisyer

REFERRED TO
SECRETARY

#1989

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

J. W. DESOUZA
ASSISTANT ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
-OCT 3 1938
FOR

7LH 2-e

October 1, 1938

Mr. J. W. Maloney,
Collector of Internal Revenue,
Customhouse,
Portland, Oregon.

Dear Sir:

By way of an informal return or answer to the Notice of Levy and Warrant for Distraint served on the Highway Commission in connection with the Government's claim against the Anderson Construction Company, beg to say that the Anderson Construction Company has a contract with the State of Oregon, by and through its State Highway Commission, for certain highway construction.

There has been earned and unpaid under said contract the sum of $2,205.69, which represents a retained percentage held by the State during the progress of the work and until the job is completed. This amount may be increased when all of the detail comes in from the field, but information given me at this time indicates that if there is an increase it will not be of a substantial amount.

The funds earned under the contract have previously been assigned by the Anderson Construction Company to the United States Fidelity & Guaranty Company. I will appreciate information and instructions advising the Commission as to whether or not the claim of the Government is superior to the claim of the assignee, United States Fidelity & Guaranty Company.

Yours very truly,

J. M. DEVERS

JMD:PW

cc Carl Smith. H. B. Glaisyer ✓

Anderson Construction Co.,
6026 S. W. Vermont Street,
Portland, Oregon.

U. S. F. & G. Company,
Board of Trade Bldg.,
Portland, Oregon.

REFERRED TO
SECRETARY

#1989

RECEIVED
SEP 27 1938
FOR FILING

71# 2-C

September 27, 1938

Hon Earl Snell
Secretary of State
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of September 22, enclosing three copies of a notice of claim by State Unemployment Compensation Commission for $762.81 against Anderson Construction Company, for work on the Miller Flat-Agency Section of the Warm Springs Highway, in Jefferson County, State Highway Contract No. 1989.

We have noted this claim in our records of this job and are today forwarding copies of the notice thereof to the contractors and their surety, the U.S. Fidelity & Guaranty Company.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

September 27, 1938

RECEIVED

UNITED STATES FIDELITY & GUARANTY COMPANY
Walter F. Cline, Local Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

We have received from the Secretary of State three copies of a notice of claim by State Unemployment Compensation Commission, in the amount of $768.81 against Andersen Construction Company, for contributions due the said commission, in connection with the work of grading the Miller Flat-Agency Section of the Warm Springs Highway in Jefferson County, being State Highway Contract No. 1909.

Inasmuch as you are the contractors' surety on this job, we are sending you, for your information and attention, a copy of this notice of claim.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

cc - Andersen Construction Company

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
SEP 23 1938
OREGON
STATE HIGHWAY COMMISSION

September 22, 1938

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H.B.Glaisyer

There are enclosed for your information and files three copies of a notice of claim by State Unemployment Compensation Commission for $768.81 against the bond taken from Andersen Construction Company, principal, and U. S. Fidelity & Guaranty Company, surety, for work on the Miller Flat Agency Section of the Warm Springs Highway, contract No. 1989, which was received and filed in this office today.

Please acknowledge receipt of the copies.

Very truly yours,

Earl Snell

Secretary of State

S:FM
encs. 3

COPY

-- NOTICE OF CLAIM AGAINST BOND--

State of Oregon September 20, 1938

Earl Snell, Secretary of State

Notice is hereby given, that the State Unemployment Compensation Commission has a claim for contributions due the State Unemployment Compensation Trust Fund in the amount of $766.81 against the bond taken from Andersen Construction Company and the United States Fidelity & Guaranty Company for grading 2.14 miles of the miller Flat Agency Section of the Warm Springs Highway, in Jefferson County, Oregon, under contract number 1989.

STATE UNEMPLOYMENT COMPENSATION COMMISSION

By: D. A. Bulmore

Administrator

Endorsed: File No. 2820
Filed September 22, 1938
EARL SNELL
Secretary of State

— COMMISSIONERS —
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, [illegible]
F. L. TOU VELLE, JACKSONVILLE
[illegible] SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
AUG 12 1938
FOR FILING

August [illegible], 1938.

U. S. Fidelity and Guaranty Co.,
706 Central Bldg.,
Seattle, Wash.

Attention - Mr. A. W. Murray,
Supt. of Claims

Gentlemen:

With reference to yours of July 28th, Mr. Baldock is away on his vacation. The matter of reclassification on the Anderson Company's construction project on the Warm Spring's Highway will be brought to his attention immediately upon his return.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H
CC to
R.H.Baldock

NOTED
C. B. McCullough

REFERRED TO
Mr. Smith

Advise them I am away on a vacation and that you will bring it to my attention immediately upon my return.

CEIVED
1938

FIDELITY AND GUARANTY COMPANY
SEATTLE CLAIM OFFICE
TRAL BUILDING, SEATTLE, WASH.

TELEPHONE
MAIN 7772

July 28th, 1938

ock
Engineer
ighway Commission

ck:

the opportunity of getting in touch with you since my conference with Mr. H. G. Smith several weeks ago in Portland. I realize that you are very much crowded for time these days but hope that you will be able to take a look at that Warm Springs contract if possible before long. I have practically wound up all of the affairs of the Andersen Construction Company and I have hope that this matter of reclassification can be ironed out satisfactorily to all.

Sincerely yours

Supt. of Claims

AWM:M

1938

UNITED STATES FIDELITY AND GUARANTY COMPANY
SEATTLE CLAIM OFFICE
306 CENTRAL BUILDING, SEATTLE, WASH.

A. W. MURRAY
Superintendent

TELEPHONE
MAIN 7772

[illegible]IVED
[illegible] 1938

July 28th, 1938

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Baldock:

I have not had the opportunity of getting in touch with you since my conference with Mr. H. G. Smith several weeks ago in Portland. I realize that you are very much crowded for time these days but hope that you will be able to take a look at that Warm Springs contract if possible before long. I have practically wound up all of the affairs of the Andersen Construction Company and I have hope that this matter of reclassification can be ironed out satisfactorily to all.

Sincerely yours

Supt. of Claims

AWM:M

[illegible] 1938

RECEIVED
JUN 25 1938
FOR FILING

7LH2-c

June 22, 1938

Mr. H. G. Smith,
Construction Engineer
O F F I C E

Dear Sir:

Attached hereto is another letter that I have received from A. W. Murray, Superintendent of claims for the United States Fidelity & Guaranty Company, suggesting a conference with you in your office next Wednesday morning, June 29th, at 10:00 o'clock, for a discussion of the Andersen Construction Company's contract on the Warm Springs Highway. I believe it would be best if you would make your own date with Mr. Murray and I am advising him to that effect.

Yours very truly,

HBG:MC Secretary

encl.

JUN 25 1938
FOR FILING

June 22, 1938

Mr. A. W. Murray,
Superintendent of Claims,
U. S. Fidelity & Guaranty Co.,
306 Central Building
Seattle, Washington

Dear Mr. Murray:

I shall be pleased to bring to Mr. Smith's attention your letter of June 21 in regard to a conference next Wednesday morning, June 29, for a discussion of the Andersen Construction Company matter. Either Mr. Smith or I will advise you if such time will be convenient.

Very truly yours,

Secretary

HBG:MC

RECEIVED
JUN 24 1938
FOR FILING

7LH 2-C

June 20, 1938

Mr. A. W. Murray
Superintendent of Claims
United States Fidelity & Guaranty Co.
306 Central Building
Seattle, Washington

Dear Sir:

I have your letter of June 17 stating that you desire a conference with Mr. H. G. Smith, Construction Engineer, to discuss the matter of classification of the excavation made in connection with the Andersen Construction Company's contract for grading the Miller Flat-Agency Section of the Warm Springs Highway, in Jefferson County, Contract No. 1989.

Mr. Smith is away from the office at the present time and is not expected to return until Friday morning, June 24, so I am not in a position to state whether or not it will be possible for you to confer with him on that day. I have left word in his office that you desire such conference and, if he should contact his office in the meantime, I will find out if possible whether or not he can see you on Friday. I will let you know just as soon as I possibly can. I am referring your letter to Mr. Smith.

Very truly yours,

Secretary

HBG:AM

cc - Mr. H. G. Smith

UNITED STATES FIDELITY and GUARANTY COMPANY
SEATTLE CLAIM OFFICE
306 Central Building, Seattle, Wash.

June 17th, 1938

COPY

H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Re: Contract 1989

Dear Mr. Glaisyer:

I would like to arrange an appointment with Mr. H. G. Smith, Senior Field Engineer, to take up with him the situation that has arisen with regard to the classification of the excavation on this contract.

It was my intention to do this immediately following the inspection made by Mr. Smith with Mr. Lyman Griswold and Mr. Blower but unfortunately I have been delayed by other matters. If it is possible I would like to have an appointment with Mr. Smith at Salem on Friday, June 24th at 10 A.M. Would you kindly arrange this appointment, or if 10 o'clock is not convenient, at some hour during the day that may meet with Mr. Smith's approval.

Very truly yours,

A. W. Murray (signed)
Supt. of Claims

AWM:AD

#1989

RECEIVED
MAY 13 1938
FOR FILING

FLH 2-C

May 12, 1938

Mr. Robert Clapperton,
Attorney at Law,
Failing Building,
Portland, Oregon.

Dear Sir:

In response to your inquiry of May 11th you are advised that the Andersen Construction Company, Contract No. 1989, Miller Flat Agency Section in Jefferson County, was completed December 18, 1937, and was accepted by the Highway Commission March 25, 1938.

Very truly yours,
STATE HIGHWAY COMMISSION
By

Secretary.

Dict. by J. McFarland.

RECEIVED
MAY 12 1938
OREGON
STATE HIGHWAY COMMISSION

LAW OFFICES OF
JOHN LICHTY
HARRY D. ROTHMAN
ROBERT CLAPPERTON
FAILING BUILDING
PORTLAND, OREGON

May 11, 1938.

Mr. H. B. Glazier, Secretary
Oregon State Highway Commission
Salem
Oregon

Re: Contract No. 1789

Dear Mr. Glazier:

Under date of January 11, 1938, you advised me that the contract between the State Highway Commission and the Anderson Construction Company, covering the construction of the Miller Flats Agency section of the Warm Springs highway, had not yet been completed. Will you kindly advise me what your present records show regarding the date of completion of this contract.

Thanking you,

Very truly yours,

Robert Clapperton

Robert Clapperton

RC:MG

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
APR 7 1938
FOR FILING

April 5, 1938

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. E. Chandler,
Division Engineer,
Bend, Ore.

NOTED
State Highway Engineer

Dear Sir:

We have just received correspondence from Sheppard & Phillips, attorneys representing the United States Fidelity and Guaranty Company, who are the bonding company for the Anderson Construction Company on their Warm Springs highway Contract #1989, and that they are sending two engineers to Madras on April 8th, for the purpose of checking the reclassification of the project.

They have asked that if possible Mr. Smith be in Madras on that date to go over the project with their engineer. Please give Mr. Smith this information in case he wishes to go over the project with them.

Yours very truly,

Chas. E. Low,
Office Engineer.

CEL/H

CC to
R.H.Baldock

RECEIVED
MAR 28 1938
FOR FILING

7 FH

RECEIVED
MAR 24 1938
OREGON
STATE HIGHWAY COMMISSION

March 23rd, 1938

City Drug Co.
909 Wall Street
Bend, Oregon

Gentlemen: Re: Andersen Construction Co.
Warm Springs Contract

Your letter of March 21st addressed to Mr. Walter F. Cline, our agent at Portland, has been forwarded to this office for attention.

The handling of claims against the contract of the Andersen Construction Company at Warm Springs is in the hands of our attorneys, Messrs. Sheppard & Phillips, Public Service Bldg., Portland to whom I am referring your letter of March 21st. In my opinion office supplies are not materials entering into the construction of the contract and therefore not lienable. However this is a matter for our attorneys to pass upon and I have instructed them to communicate with you.

Yours truly

Supt. of Claims

AWM:aH

NOTED
H B GLAISYER

cc to Mr. H. B. Glaisyer, Secretary, Oregon State Highway
Commission, Salem, Oregon

2-C

March 19, 1938

United States Fidelity & Guaranty Co.
Walter F. Cline, Local Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

This letter is to inform you that we have today received information from the City Drug Company, Bend, to the effect that its claim in the amount of $27.05 against the Andersen Construction Company, arising out of the Miller Flat-Agency Project on the Warm Springs Highway, has not been paid.

We will appreciate it if you will give this matter your early attention as the claim is of long standing and is long over-due.

Very truly yours,

Secretary

HBG:AM

cc - Andersen Construction Co.
2603 N. E. 36th Ave.
Portland, Oregon

March 19, 1938

City Drug Company
909 Wall Street
Bend, Oregon

Attention: Loyde Blakley

Gentlemen:

The Honorable Earl Snell, Secretary of State, forwarded to this office your letter of March 18 inquiring when you will receive payment of your claim against the Andersen Construction Company arising out of the company's contract for the construction of the Miller Flat Agency Section of the Warm Springs Highway.

Neither the Secretary of State nor the State Highway Commission assumes the payment of claims against contractors. The Highway Commission considers that it has fulfilled its obligation to creditors by the taking of a bond from the contractor, which bond is furnished for the protection of claims as well as a guarantee for the satisfactory completion of the project. However, we assist claimants in securing satisfaction of their claims as much as possible. I presume that you have filed your notice with the Secretary of State and that you have also made demands on the contractor and the surety company. Evidently you have secured no satisfaction by so doing so my suggestion to you now is that you take court action.

To assist you further, I am today again writing to the United States Fidelity & Guaranty Company calling their attention to the fact that the claim has not been paid and I am asking them to give it immediate attention. I trust that you will receive satisfaction shortly without having to go to court with the matter.

Very truly yours,

Secretary

HBG:AM

SKYLINE OF THE CASCADES FROM BEND

LOYDE BLAKLEY
KEN CRUICKSHANK
AL ERIKSEN

CITY DRUG CO.
Ask Your Doctor About Our Store
PHONE 555 909 WALL STREET
BEND, OREGON

PRESCRIPTIONS
OFFICE SUPPLIES
TOILETRIES

3-18-38

Earl Snell
Secy of State
Salem, Oregon

Dear Sir:

Please refer to your letter of November 19, 1937 with refference to our claim for #27^{05} against the bond taken from Anderson Construction Co., principal, and U.S. Fidelity + Guaranty Co., surety, for work on the Miller Flat-Agency Section of the Warm Springs Highway. Can you give us some idea as to when we will receive payment of our claim? Any information or assistance you may be able to furnish will be greatly appreciated.

Very truly yours,
City Drug Co
By Loyde Blakley

Respectfully referred to HIGHWAY DEPARTMENT
STATE DEPARTMENT

SECRETARY OF STATE
RECEIVED
MAR 18 1938
EARL SNELL

ANSWERED
H. B. G.

FORM 2-24 3M 1-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
E. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

March 17th
1936

NOTED
State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

Herewith revised Semi Final Estimate, Contract No. 1969, Miller Flat-Agency section of the Warm Springs Secondary Highway.

Please note that the resident engineer has not deducted the $200.00 for State Force work as approved by your office under date of February 24th.

This estimate takes precedence over the previous Semi Final Estimate submitted under date of February 11th.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f

Encl.
cc-Mr. R. H. Baldock ✓
Mr. S. H. Probert
Mr. Forrest Cooper

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

4 L H 2 -

~~SALEM~~
Madras, Oregon
March 9, 1938

RECEIVED
1938
STATE HIGHWAY COMMISSION

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon.

Attention; S. H. Probert

Dear Sir:

In answer to your letter re the completion date on the Miller Flat-Agency project, contract No. 1989, F.L.H. 2-G.

On December 16, 1937 the superintendent came into my office and informed me that the job was closed down as of that day, on orders from the bonding company.

The men shown on the payroll for the 17th and 18th were moving some equipment which, I believe, is a job change, so the date of completion should be shown as December 18, 1937.

When I turned in the semi-final estimate, the job was not complete, so I showed the date the estimate was sent in.

To make the records check this should be changed to Dec. 18, 1937.

Very truly yours,

Forrest Cooper

Forrest Cooper,
Resident Engineer.

cc Wm. E. Chandler

Mr. Baldock
State force order has been approved to cover finishing in the amount of $400.00 and cost to be deducted from final payment. Jas

REFERRED TO
H G Smith
State Highway Engineer

Are the arrangements completed for us to do this work

MAR 1938

FORM 5-A-1 1000 7-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

March 3, 1938

IN REPLY PLEASE REFER TO FILE NO.

2-C

Mr. Forrest Cooper
Resident Highway Engineer
Madras, Oregon

Dear Sir:

To date, we have not received a confirmation copy of your notice to the U. S. Bureau of Public Roads, giving the completion date for the Miller Flat-Agency Project, Contract No. 1989, FLH 2-C.

The general files contain a copy of a letter requesting that you notify the Bureau that the project was completed upon the day the contractor discontinued work. Your weekly reports state that this was on December 16, 1937. The pay roll, however, shows several men working on December 17, and one man, a sloper, working on December 18. The latter date would, therefore, be considered as the completion date.

An additional discrepancy appears on the semi-final estimate and the quantity summary sheet. You have shown under "Work done to" the date, February 1, 1938. This date should correspond to the date the contractor completed the work on this project, and the date given in your notice to the Bureau of Public Roads.

Please advise us at your earliest convenience as to the correct completion date and submit a copy of your notice to the Bureau of Public Roads.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by M. H. Milner/GS

cc Mr. W. R. Chandler
Mr. James McFarland

#1989

RECEIVED
MAR 5 1938
FOR FILING

7LH 2-C

March 1, 1938

Hon. Earl Snell
Secretary of State
BUILDING

Dear Sir:

This acknowledges your letter of February 26, 1938, enclosing three copies of a notice of claim by P. L. Crooks & Company for $2,763.75 against the bond taken from Anderson Construction Company, principal, and U. S. Fidelity & Guaranty Company, surety, for work on the Miller Flat-Agency Section of the Warm Springs Highway, in Jefferson County, being known as State Highway Commission Contract No. 1989.

We are making note of this claim in our records of this job, and sending copies of the notice to the contractor and to his surety.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

March 1, 1938

UNITED STATES FIDELITY & GUARANTY COMPANY
Walter F. Cline, Local Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

We have received from the office of the Secretary of State three copies of a notice of claim by P. L. Crooks & Company in the amount of $2,763.75 against Andersen Construction Company for equipment furnished and labor performed in connection with the construction of the Miller Flat-Agency Section of the Warm Springs Highway, in Jefferson County, State Highway Commission Contract No. 1989.

Inasmuch as you are the surety named by the contractor on this job, we hand you herewith, for your information and attention, a copy of this notice of claim.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

cc - Andersen Construction Company

#1989

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

February 26, 1938

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files three copies of a notice of claim by P. L. Crooks & Company for $2763.75 against the bond taken from Anderson Construction Company, principal, and U. S. Fidelity & Guaranty Company, surety, for work on the Miller Flat-Agency Section of the Warm Springs Highway, contract No. 1989, which was received from Mr. Robert Clapperton, Failing Bldg., Portland, Oregon, and filed in this office today.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell
Secretary of State

S:FM
encs. 3

[illegible]

To prepare [illegible]

NOTICE OF CLAIM

TO THE STATE OF OREGON and EARL SNELL, Secretary of State.

NOTICE IS HEREBY GIVEN that the undersigned claimant, P. L. Crooks & Co., a corporation, has a claim for materials and equipment furnished and labor performed of the reasonable value of $2,763.75 against Andersen Construction Company, a corporation, as principal, and the United States Fidelity and Guaranty Company of Baltimore, Maryland, as surety, for the construction of the Miller Flat-Agency Section of the Warm Springs Highway, in Jefferson County, Oregon, under State Highway Contract No. 1989; that the claimant rented to the said Andersen Construction Company pieces of equipment which were used in connection with said project, and that the amount of this claim is the amount remaining due the claimant for rental of said equipment.

Dated at Portland, Oregon, this 25th day of February, 1938.

P. L. CROOKS & CO.

By P. L. Crooks
President.

Endorsed: File No. 2774
Filed February 26, 1938
EARL SNELL, Secretary of State

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
FEB 24 193
FOR FILING

RECEIVED
16 1938
STATE HIGHWAY COMMISSION

February 15th
1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
Post Office Building
Portland, Oregon

Attention: Mr. H. D. Farmer

Dear Sir:

In regard to the completion date on the Miller Flat-Agency section of the Warm Springs Highway, Oregon FLH 2-C.

Please be advised that this job was completed on December 16, 1937, at which time the bonding company considered that they had finished the work.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f

cc-Mr. R. H. Baldock ✓
Mr. H. G. Smith
Mr. Forrest Cooper

NOTED

Form 333—5M—5-36

7

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending February 12,1938., 193

Section Miller Flat-Agency

Kind of work Grading

Highway Warm Springs

Section prefix 116-1007

Contractor Anderson Construction Co.

Contract number 1989

Date of contract June 3,1937, 193

Date of completion November 30,1937., 193

Date work started June 19,1937, 193

Estimated date of completion , 193

Amount of contract $4,849.00

Per cent of time elapsed All %

Estimated cost of completed project, exclusive of engineering $73,600.00

Per cent of contract completed, based on total contract price . . . . 98 %

Engineering cost to date, 4,500.00, 5.65 %

Date project was completed , 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Job records complete and are being turned over to the division engineer today.

FINAL REPORT

H. G. SMITH

Signed Forrest Cooper

Address Madras, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MA ENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.14				
Miles partially completed	2.14				
Miles completed					
Total estimated quantities	143,000				
Estimated quantities moved or placed to date	143,000				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ...., Compressors ...., Bull Dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Rain & Snow		
Monday	Snow		
Tuesday	Fair		
Wednesday	Snow		
Thursday	Snow		
Friday	Light Snow		
Saturday	Fair		

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
1938
HIGHWAY COMMISSION

RECEIVED
FEB 24 1938
FOR FILING

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

February 11th
1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Attention: Mr. H. G. Smith

Dear Sir:

We wish to advise that no monthly estimates will be submitted on the following projects due to insufficient work during the past month:

4142-C Con. #1989, Miller Flat-Agency, Grading (116-1007) Anderson Construction Company; Final estimate nearing completion. See Resident Engineer's weekly report.

16-1201 Con. #2016, Wasco Co. Line-Madras Rock Production (16-1201), H. L. Rice;

103 Con. #1965, Shaniko Surfacing (33-1004), Joplin & Eldon;

253-B Con. #2009, Bloucher Section (114-1004), Fisher Bros.;

33-1202 Con. #2030, Maupin Rock Prod.(33-1202) Smith & Company;

28-1202 Con. #2043, Dillon-John Day River Rock Production (28-1202), H. L. Rice.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f

cc-Mr. R. H. Baldock ✓

RECEIVED
FEB 14 1938
FOR FILING

2-C

February 11th, 1938

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
Portland, Oregon

Dear Sir:

In regard to Oregon FLH 2-C, the Miller Flat-Agency Section of the Warm Springs Highway, I beg to advise that the Resident Engineer has been instructed to notify you that the job was completed on the date last fall when the bonding discontinued work.

Apparently due to the fact that several people were representing the bonding company, they discharged their forces with a few days' finishing to be done, and they have authorised us to deduct it from their estimate and finish the job with State Forces; therefore, it would seem advisable to consider the acceptance date coincident with the suspension of the work.

Very truly yours,

State Highway Engineer

R

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
FEB 7 - 1938
OREGON
STATE HIGHWAY COMMISSION

February 4, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Our representative, while making a field inspection of Oregon FLH 2-C, the Miller Flat-Agency section of the Warm Springs Highway, was informed that the bonding company had discontinued work on the project in December.

As only a small amount of work remains, it would seem advisable to take appropriate action to have the work completed without undue delay in order to avoid possible difficulties involved in the overrun of contract time. Will you please advise as to what action is contemplated.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

FORM 8-A-1 [illegible] 8-37
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
FEB 14 1938
FOR FILING

OREGON STATE HIGHWAY COMMISSION

SALEM

February 11th, 1938

IN REPLY PLEASE REFER TO FILE NO.

2-C

NOTED
State Highway Engineer

Mr. W. E. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

Dear Sir:

In regard to the completion date on the Miller Flat-Agency Section of the Warm Springs Highway, Oregon FLH 2-C.

Will you kindly notify the Bureau of Public Roads that the job was completed last fall on the date when the bonding company considered that they had finished the work.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to : R. H. Baldock
Forrest Cooper

RECEIVED
FOR FILING
2-C

#1989

February 2, 1938

Honorable Earl Snell
Secretary of State
BUILDING

Dear Sir:

This acknowledges receipt of your letter of January 31, 1938, with attached copies of notice of claim which has been filed by the Farmers Hardware Company against the bond taken from the Andersen Construction Company in connection with State Highway Commission Contract No. 1989 for construction of the Miller Flat-Agency Section of the Warm Springs Highway, in Jefferson County, [illegible]

In accordance with our usual practice we are today sending copies of this notice to the contractor and the surety.

Very truly yours,

HBG:AM

Secretary

February 2, 1938

United States Fidelity & Guaranty Co.
Walter F. Cline, Local Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

The State Highway Commission has received from the Secretary of State copies of the claim which has been filed by the Farmers Hardware Company against the bond taken from the Andersen Construction Company in connection with State Highway Commission Contract No. 1969 for construction of the Miller Flat-Agency Section of the Warm Springs Highway in Jefferson County.

A copy of this claim is inclosed for your information. This is being sent to you inasmuch as you appear as surety on the bond furnished by the Andersen Construction Company in connection with this job.

Very truly yours,

Secretary

HBG:AM

cc - Andersen Construction Co.
2603 N. E. 36th Ave.
Portland, Oregon

1859

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

January 31, 1938

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files three copies of a notice of claim by Farmers Hardware Company for $5.55 against the bond taken from Anderson Construction Company, principal, and U.S. Fidelity & Guaranty Company, surety, for work on the Miller Flat-Agency Section of the Warm Springs Highway, contract No. 1989, which was received and filed in this office today.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell
Secretary of State

S Fm
enc. 3

COPY

FARMERS HARDWARE COMPANY, INC.
Redmond, Oregon

January 21, 1938

CLAIM

To Earl Snell,
Secretary of State,
Salem, Oregon

Notice is hereby given that the undersigned Farmers Hardware Company, an Oregon Corporation, has a claim for

One 220 Cu. Ft. Oxygen Cylinder

in the sum of Five Dollars ($5.55) fifty-five cents against the bond taken from Andersen Construction Company, and the United States Fidelity & Guaranty Company, for performance of a road construction contract of the Miller Flat-Agency Section of the Warm Springs Highway in Jefferson County, Oregon, State Highway Contract No. 1989.

This Claim is correct and just, and payment has not been received.

(SEAL)

FARMERS HARDWARE COMPANY

By H. E. Van Arsdale
Its President.

Endorsed: File No. 2763
Filed January 31, 1938
EARL SNELL, Secretary of State

[illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

A 2H 2-E

January 28th, 1928

Mr. A. E. Murray
Superintendent of Claims
U. S. Fidelity & Guaranty
506 Central Building
Seattle, Washington

Dear Sir:

I have instructed the Resident Engineer at Madras to withhold an amount sufficient to finish the Miller Flat-Agency Section from the final estimate of the Anderson Construction Co., and finish the work with State Forces.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

NOTED

[illegible] 10M 5-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

7 CH 2-e

January 24th, 1938

Mr. W. E. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

NOTED
State Highway Engineer

Dear Sir:

Herewith, please find copy of a letter from A. W. Murray, Superintendent of Claims, United States Fidelity and Guaranty Company, Seattle, Washington, which is self-explanatory.

If there is only 4 or 5 days' work remaining to be done, please instruct Cooper to final out the job, with instructions to Mr. Probert to hold back from the final estimate sufficient money to complete the job. Cooper should then submit appropriate Order for State Force Work on Contract Projects to finish the work at a suitable time.

If this finishing work is going to amount to more than $200.00, please advise further.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

#1989

RECEIVED
JAN 20
FOR FILING

2-e

January 19, 1938

Honorable Earl Snell
Secretary of State
BUILDING

Dear Sir:

This acknowledges receipt of your letter of January 18, 1938, with attached copies of notice of claim which has been filed by the Marion Steam Shovel Company against the bond taken from the Anderson Construction Company in connection with State Highway Commission Contract No. 1989 for construction of the Miller Flat-Agency Section of the Warm Springs Highway, in Jefferson County.

In accordance with our usual practice we are today sending copies of this notice to the contractor and the surety.

Very truly yours,

HBG:AM

Secretary

January 19, 1938

United States Fidelity & Guaranty Co.
Walter F. Cline, Local Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

The State Highway Commission has received copies of a claim that has been filed with the Secretary of State by the Marion Steam Shovel Company against the bond taken from the Andersen Construction Company in connection with State Highway Commission Contract No. 1989 for construction of the Miller Flat-Agency Section of the Warm Springs Highway, in Jefferson County. The claim is in the amount of $584.60 and is for materials furnished.

A copy of this claim is inclosed for your information. This is being sent to you inasmuch as you appear as surety on the bond furnished by the Andersen Construction Company in connection with this job.

Very truly yours,

HBG:AM

Secretary

cc - Andersen Construction Co.
2603 N. E. 36th Ave.
Portland, Oregon

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

January 18, 1938

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files three copies of a notice of claim by The Marion Steam Shovel Company for $584.60 against the bond taken from Anderson Construction Company, principal, and U. S. Fidelity & Guaranty Company, surety, for work on the Agency Section of the Warm Springs Highway, contract No. 1989, which was received from Dey, Hampson & Nelson, Portland, Oregon, and filed in this office today.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell

Secretary of State

S:FM
encs. 3

COPY

TO THE SECRETARY OF STATE OF THE STATE OF OREGON, and
TO THE STATE OF OREGON, and
TO THE STATE OF OREGON HIGHWAY COMMISSION:

NOTICE IS HEREBY GIVEN that the undersigned, THE MARION STEAM SHOVEL COMPANY, has a claim for materials furnished, to wit, repair parts representing incidental repairs to equipment furnished and utilized in the work hereinafter referred to in the sum of $584.60 against the bond taken from Anderson Construction Company, principal, and United States Fidelity and Guaranty Company, surety, for the work of road building and betterment known as State of Oregon Highway Commission Job #1989, the Agency Section, Warm Springs Highway, Jefferson County, Oregon.

Dated at Portland, Oregon, January 17, 1938.

THE MARION STEAM SHOVEL COMPANY

By Herbert Swett
Statutory Agent and
Attorney in Fact.

Endorsed: File No. 2757
Filed January 18, 1938
EARL SNELL
Secretary of State

RECEIVED
JAN 18 1938
FOR FILING
2-C

January 18, 1938

Dey, Hampson & Nelson
Attorneys at Law
800 Pacific Building
Portland, Oregon

Gentlemen:

Replying to yours of the 17th instant in regard to the Andersen Construction Company contract on the Warm Springs Highway wish to say that this contract is referred to as state highway contract No. 1989 and consists of grading work on the Miller Flat Agency Section of the Warm Springs Highway, in Jefferson County, Oregon. The bond furnished by the contractor in connection therewith was written by the United States Fidelity & Guaranty Company for whom Walter F. Cline is local agent with offices in the Board of Trade Building, Portland, and McCollister and Campbell are general agents with offices in Room 300 Central Building, Seattle, Washington.

This ~~clearing~~ grading work was done on an entirely new location from the old highway. The old road wound around the hills to the north and east of Klamath Agency and turned back to the north and west. The new road is more or less of a cutoff section. The probabilities are that the next contract awarded by the Commission will extend this work to a connection with the old road so as to make the new grade usable.

The contract was awarded to Andersen Construction Company by the State Highway Commission on June 3, 1937, and is complete with the exception of a few days' cleaning up, et cetera. This cleaning up work will have to be done before the Highway Commission will call the job completed and before it will be accepted.

Very truly yours,

Secretary

HBG:AM

DEY. HAMPSON & NELSON
ATTORNEYS AT LAW
800 PACIFIC BUILDING
PORTLAND, OREGON

ALFRED A. HAMPSON
PAUL P. FARRENS
CLARENCE J. YOUNG
ANDREW KOERNER
HERBERT L. SWETT
FRANK C. McCOLLOCH
W. H. MAGUIRE
RICHARD R. MORRIS
J. C. DEZENDORF
ROSCOE C. NELSON, JR.

RECEIVED
1938
STATE HIGHWAY COMMISSION

January 17, 1938.

State of Oregon,
Highway Division,
Salem, Oregon.

Gentlemen:

In behalf of a client we wish to file claim against bond of Anderson Construction Company for materials furnished on job which has been described to us as #1989, Agency Section, Warm Springs Highway, Jefferson County, Oregon. We are informed the contract was awarded to Anderson Construction Company on June 4, 1937.

For the purpose of filing notice required by Section 67-1101, OregonCode, 1935 Supplement, we would appreciate it if you would advise us, by return mail if possible, a brief description of the work, sufficiently identifying and describing same for the purpose of such notice. It may be that the description that we have already mentioned is sufficient, but we would like to have you verify it. May we also be advised as to the nature of the work, whether it was construction of the new highway or widening and betterment of the old.

This information we would ordinarily be in position to get from our client, but unfortunately its manager is absent from the city.

We would also like to be advised when the contract of Anderson Construction Company was completed and accepted by the State.

Yours very truly,

Dey Hampson & Nelson

21/16

ANSWERED
H. B. G.

2-C

January 11th
1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

We are advised by Resident Engineer Cooper that due to the inactivity of the following contracts during the past months, no monthly estimate will be submitted:

Wasco County Line-Madras Rock Production Project,
Contract #2016

Maupin Rock Production Project, Contract #2050

Miller Flat-Agency Grading, Contract #1989

Shaniko Surfacting Project, Contract $1963

Very truly yours,

Wm. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f

cc-Mr. Forrest B. Cooper

#1989

RECEIVED
JAN 13 1938
FOR FILING
2-e

January 11, 1938

Mr. Robert Clapperton
Attorney at Law
Failing Building
Portland, Oregon

Dear Sir:

Responding to your request of the 10th instant I am forwarding to you today, under separate cover, a certified copy of the contract between the State Highway Commission and the Andersen Construction Company covering the construction of the Warm Springs Highway.

According to our records, this job has not yet been completed.

Very truly yours,

HBG:AM

Secretary

LAW OFFICES OF
JOHN LICHTY
HARRY D. ROTHMAN
ROBERT CLAPPERTON
FAILING BUILDING
PORTLAND, OREGON

January 10, 1938.

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

I am herewith enclosing affidavit executed by Mr. Crooks, of the P. L. Crooks & Company, Inc., for the purpose of obtaining certified copy of the contract and bond of the Anderson Construction Company covering the Warm Springs Highway Project. Will you kindly advise me at what date this job was accepted by the state.

Thanking you,

Very truly yours,

Robert Clapperton

RC:MG
Enc.

ACKNOWLEDGED
H. B. GLAISYER

STATE OF OREGON)
) ss.
COUNTY OF MULTNOMAH)

I, P. L. Crooks, being first duly sworn, depose and say: That I am an officer, to-wit: president of P. L. Crooks and Company, a corporation; that the said P. L. Crooks and Company has a claim against the bond taken from the Andersen Construction Company, as principal, and the United States Fidelity and Guaranty Company, as surety, in connection with the grading of the Miller Flat-Agency Section of Warm Springs Highway, Jefferson County, Oregon, being a federal land highway project bearing number FLH 2-C; that the said P. L. Crooks and Company furnished equipment to the Andersen Construction Company in connection with the carrying out of the above described contract and that it desires to commence an action upon said bond, and this affidavit is made for the purpose of securing a certified copy of the contract and bond.

P. L. Crooks

Subscribed and sworn to before me this 7th day of January, 1938.

Elnor Whitson
Notary Public for the
State of Oregon

My Commission expires the 9th day of November 1940

RECEIVED
JAN 4 1938
FOR FILING

2-C

January 3, 1938

McCollister & Campbell
General Agents
U. S. Fidelity & Guaranty Co.
800 Central Building
Seattle, Washington

Ge

Gentlemen:

Work seems to have been shut down on December 18, 1937 on the Miller Flat-Agency Section of the Warm Springs Highway, under contract to the Andersen Construction Company. Several days will be required to complete the work, but the men were withdrawn from the job either by orders of the contractor or by your orders.

I think the weather conditions have been suitable for work up to the present time, and I would appreciate it if this job could be finished so that the final records can be completed and the engineering party assigned to other work. As long as the final records are uncompleted and there is an engineering party in charge of the job, there are bound to be some engineering expenses which must be assessed against the contractor since the time limit has expired.

Very truly yours,

State Highway Engineer

HGS/R
hi
cc H. G. Smith

RECEIVED
JAN 3 1938
FOR FILING

2 C

January 3, 1938

BREWSTER & FOLEY
Attorneys at Law
Bend, Oregon

Gentlemen:

This acknowledges receipt of your letter of December 30, requesting that we let you know when the contract of Anderson Construction Company for construction of the Miller Flat-Agency Section of the Warm Springs Highway, in Jefferson County, has been completed, and accepted by the Commission.

We shall be glad to endeavor to keep your request in mind but would suggest that you write again in case you do not hear from us within a few weeks, lest we should overlook the matter. The contract is now practically completed but not in condition for official acceptance.

Very truly yours,

Secretary

MEL

George H. Brewster
Robert H. Foley

BREWSTER & FOLEY
Attorneys at Law
BEND, OREGON

December 30, 1937

RECEIVED
[illegible] 1937
STATE HIGHWAY COMMISSION

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Will you please advise us when the contract of Anderson Construction Company number 1989, for construction of the Miller Flat-Agency Section in Jefferson County has been completed and accepted by the State Highway Commission.

Yours very truly

BREWSTER & FOLEY

BY RH Foley

RF:ED

#1989

RECEIVED
MAR 14 1938
FOR FILING

2-e

December 20, 1937

Mr. W. E. Chandler,
Division Engineer,
Bend, Oregon.

Dear Sir:

We hand you herewith copy of a letter from the Anderson Construction Co., requesting an extension of time to December 31st on their contract No. 1989, Miller Flat-Agency Section in Jefferson County.

Will you please advise of your recommendations so that the matter can be presented to the Highway Commission.

If you think the request is not for a period of time which will cover all of the work on the contract, please take the matter up with them and request another application and consent of surety.

Very truly yours,

Secretary.

Dict. by J. McFarland.

#1989

RECEIVED
MAR 14 1938
FOR FILING

2-C

December 7, 1937

Andersen Construction Company,
Warm Springs, Oregon.

Attention: Elmer H. Benson.

Gentlemen:

Receipt is acknowledged of your letter of December 6th requesting an extension of time of fifteen days on your contract No. 1989, Miller Flat-Agency Section in Jefferson County.

You are advised that before your application can be accepted it will be necessary to have the written consent of your surety on the bond. Please secure the consent of surety and forward it to this office to accompany your application.

We wish to call your attention to the fact that it will be necessary to have the time limit extended to cover the actual time which will be required to complete your contract. If the fifteen days will not be sufficient it will be well to submit another application for a longer period of time.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED
DEC 20 1937
FOR FILE

2-C

65 66 #1969

December 20, 1937

Brewster & Foley,
Attorneys at Law,
Bend, Oregon.

Attention: Mr. R. H. Foley.

Dear Sirs:

Reference is made to your letter of December 18th concerning the Andersen Construction Company Contract No. 1969, for the construction of the Miller Flat-Agency Section in Jefferson County.

You are advised that this contract is approximately 98% complete. The estimated date of completion is December 31, 1937.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

George H. Brewster Robert H. Foley

BREWSTER & FOLEY
Attorneys at Law
BEND, OREGON

December 18, 1937

Oregon State Highway Commission
Salem, Oregon

Attention H. B. Glaisyer, Secretary

Gentlemen:

Re. Anderson Construction Company contract No. 1989, Miller Flat-Agency Section Warm Springs Highway, Jefferson County, Oregon

Would you please advise us when the above contract is or was accepted as completed by the State Highway Commission?

Yours very truly

BREWSTER & FOLEY

BY RH Foley

RF:ED

Dec. 31, 1937

REFERRED TO
BY SECRETARY

please [illegible]

#1989

RECEIVED
DEC 18 1937
FOR FILING

2c

UNITED STATES FIDELITY & GUARANTY COMPANY
Walter F. Cline, Resident Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

Find enclosed copy of notice of claim, received today, by General Grocery Company, Inc., for $415.58, against Andersen Construction Company, in connection with the construction of the Miller Flat-Agency Section of the Warm Springs Highway, in Jefferson County, Contract No. 1989.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

Encl.

cc - Andersen Construction Company
2605 N. E. 56th Avenue, Portland

LAW OFFICES
LAYTON & BOYRIE
400 PITTOCK BLOCK
PORTLAND, OREGON

WILLIAM B. LAYTON
EDWARD A. BOYRIE
N. RAY ALBER
LESTER L. AHLGRIM

RECEIVED
DEC 17 1937
OREGON
STATE HIGHWAY COMMISSION

December 16th, 1937

Mr. H. B. Glaisyer, Secretary,
Oregon State Highway Commission,
SALEM, Oregon.

Re: General Grocery Company, Inc.
vs. Andersen Construction Co.

Dear Sir:

We enclose herewith affidavit to the affect that General Grocery Company, Inc. has furnished materials used in the prosecution of work of construction on Miller Flat-Agency Section of the Warm Springs Highway in Jefferson County.

Would you be so kind as to send us certified copy of the contract and bond? Thanking you, we are

Very truly yours,
LAYTON & BOYRIE

By E a Boyrie

EAB:RS

STATE OF OREGON }
County of Multnomah } SS

I, Frank A. Dudley, being first duly sworn, depose and say that I am credit-manager of General Grocery Company, Inc., a corporation, and have personal knowledge of the facts herein stated;

That General Grocery Company, Inc., at the instance and request of Andersen Construction Company, sold and delivered to said Andersen Construction Company goods, wares and merchandise consisting of groceries which were intended for and used in the prosecution of the work of construction of the Miller Flat-Agency Section of the Warm Springs Highway in Jefferson County, Oregon, the amount due General Grocery Company, Inc. for said groceries being the sum of Four Hundred Fifteen and 58/100ths ($415.58) Dollars;

That I make this affidavit for the purpose of obtaining certified copy of the contract and bond referred to in accordance with the provisions of Section 49-702, Oregon Laws, 1930.

Frank A. Dudley

Subscribed and sworn to before me this 16th day of December, 1937.

Notary Public for Oregon

My commission expires: May 16, 1938.

RECEIVED
DEC 11 1937
FOR FILING

2 - C

#1989

December 9, 1937.

Bend Iron Works,
Bend, Oregon

Attention: C. J. Dugan

Gentlemen:

Acknowledgment is made of the receipt of your letter of December 7 advising us of your claim, in the amount of $1,035.50, against the Andersen Construction Company for repair work on equipment used by them in connection with their contract with the State Highway Commission for the construction of the Miller Flat-Agency Section of the Warm Springs Highway.

In connection with this job the Andersen Construction Company furnished the State Highway Commission with a surety bond for the protection of claims and we offer this bond to you for the protection of your claim. This bond was written by the United States Fidelity & Guaranty Company for whom Walter F. Cline is the local agent with offices in the Board of Trade Building, Portland, and McCollister and Campbell are attorneys-in-fact with offices in the Central Building, Seattle, Washington. I would suggest that you make a demand on the surety company for the payment of your claim. Would also suggest that you file notice of your claim with the Secretary of State, in accordance with Chapter 280, Oregon Laws of 1931, a mimeographed copy of which is enclosed.

It is necessary that you file notice with the Secretary of State in order to hold the bond responsible and liable after the expiration of a period of six months from the date of completion of the job and date of acceptance by the Highway Commission. If you secure no satisfaction from the bonding company it will probably be necessary for you to take action through the Court.

Yours very truly,

HBG:MC

Secretary

encl.

December 9, 1937

McCollister & Campbell,
300 Central Building
Seattle, Washington

Gentlemen:

The State Highway Commission has just been advised of the claim of the Bend Iron Works against the Andersen Construction Company's highway project on the Warm Springs Highway in Jefferson County. This claim is in the amount of $1,035.50 and is for repair work on the contractor's equipment.

This information is given you inasmuch as you appear as surety on the bond furnished in connection with this project.

Yours very truly,

HBG:MC Secretary

cc - Walter F. Cline
Board of Trade Bldg.,
Portland, Oregon

Andersen Construction Co.
2603 N. E. 36th Ave.,
Portland, Oregon

RECEIVED
DEC 8 - 1937
OREGON
STATE HIGHWAY COMMISSION

BEND IRON WORKS

FOUNDERS, MACHINISTS, PATTERN MAKERS, BLACKSMITHS

GRAY IRON, BRASS, BRONZE AND SEMI-STEEL CASTINGS

Electric and Acetylene Welding

Phone 74

BEND, OREGON

Representing
ELECTRIC STEEL FOUNDRY
Steel and Manganese Castings
Esco Dipper and Dragline Buckets
Shovel Parts
Sixty Cat. Parts
Bardon Choker Hooks
Tru-Lay Wire Rope

Representing
PACIFIC STEEL WAREHOUSE CO.
Steel Jobbers

Dec. 7,
1
9
3
7

Oregon State Highway Commission
Salem, Oregon.

Gentlemen:

We are writing you in regard to the Andersen Construction Co. who has been working on a highway construction job on the Warm Springs Cut-Off near Warm Springs, Oregon.

This Company owes us the sum of $1,035.50 for repair work on their equipment. We have never received one cent on this account. They did give us a check for $770.74 but this was returned marked N.S.F.

We would appreciate it very much if you could give us some information as to how to proceed in order to receive payment out of the final settlement from your Commission upon completion of the job. We understand that the bonding company is now completing the job.

Tharking you in advance for any information you may be able to give us, we remain,

Very truly yours,

BEND IRON WORKS

By C J Dugan

CJD:H

Miller Flat - Agency Sect. [illegible]
[illegible] of Cline, [illegible]
[illegible]

ANSWERED
H. B. G.

#1989

RECEIVED
DEC 11 1937
FOR FILING

2-C

December 9, 1937

Mr. Louis Schmitzer
Attorney at Law
Public Service Building
Portland, Oregon

Dear Sir:

Receipt is acknowledged of your letter of December 8, enclosing affidavit of claim of Alaska Junk Company in the sum of $719.00 against the Andersen Construction Company in connection with their contract, No. 1989, for the Miller Flat-Agency Section of the Warm Springs Highway, in Jefferson County.

In accordance with your request, we are sending to you under separate cover a certified copy of the above contract and bond.

It is noted that your client, the Alaska Junk Company, has claims against the Consolidated Highway Company, Inc., in connection with their Wallowa and Toledo contracts. For your information, the description of these contracts is as follows:

Contract No. 1929, Rock Creek-Wallowa Section, Wallowa Lake Highway, Wallowa County. 4.28 mi. grading, surfacing and oiling.

Contract No. 1851, Toledo-Simpson Creek Section, Corvallis-Newport Highway, Lincoln County. 1.5 mi. grading and 6.2 mi. surfacing and oiling.

The bond furnished in both instances was written by the United States Fidelity and Guaranty Company, for whom Walter F. Cline is resident agent, with offices in the Board of Trade Building, Portland.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

December 9, 1937.

UNITED STATES FIDELITY & GUARANTY COMPANY
Walter F. Cline, Resident Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

We are in receipt of a notice from Louis Schnitzer, Attorney, Portland, of a claim by Alaska Junk Company in the sum of $719.00 against the Andersen Construction Company for materials sold and delivered to said company for the prosecution of the work involved in the construction of the Miller Flat-Agency Section of the Warm Springs Highway, in Jefferson County, being State Highway Commission Contract No. 1989.

Inasmuch as you are the surety named by the contractor in connection with this job, we are notifying you of this claim.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MHL

cc - Andersen Construction Company
2605 N. E. 38th Avenue, Portland

BEACON 6431

LOUIS SCHNITZER
ATTORNEY AT LAW
PUBLIC SERVICE BUILDING
PORTLAND, OREGON

RECEIVED
[illegible] 1937
OREGON
STATE HIGHWAY COMMISSION

December 8, 1937

State Highway Commission
Salem, Oregon

Gentlemen:

Application is hereby made, pursuant to Section 67-1101, Oregon Code, for certified copy of the contract and bond of the Andersen Construction Co. entered into with the State of Oregon, which contract is designated as No. 1989, in re Warm Springs Highway, Jefferson County, Miller Flat Agency. Affidavit in support of this application is enclosed herewith.

The Alaska Junk Company, whom I represent, also have claims against the Consolidated Highway Company, Inc. for materials furnished on its contracts with the State of Oregon at Wallowa and at Toledo, Oregon. Please advise me as to the proper designation of these contracts with respect to the numbers and description of the work, concerning which contracts and bonds were executed on these two jobs.

Very truly yours,

Louis Schnitzer

LS.bb

enclosure

REFERRED TO
BY SECRETARY

RECEIVED
[illegible] - 1937
OREGON
STATE HIGHWAY COMMISSION

STATE OF OREGON)
) ss.
COUNTY OF MULTNOMAH)

I, S. SCHNITZER, being first duly sworn on oath, depose and say that I am a member of the Alaska Junk Company, a co-partnership composed of myself, H. J. Wolf, Rose Schnitzer, and Jennie Wolf; that the Alaska Junk Company sold and delivered to Andersen Construction Co. materials for the prosecution of the work involved in the construction of the highway under contract between the State of Oregon and Andersen Construction Co., for the portion of the highway covered by contract No. 1989, being the Warm Springs highway, Jefferson County, Miller Flat Agency; that the amount of the unpaid balance owing for such materials is Seven Hundred Nineteen and 09/100 Dollars ($719.09); that payment of said sum has not been made.

This affidavit is made for the purpose of procuring a certified copy of the contract and bond of the said Andersen Construction Co., pursuant to Section 67-1101, Oregon Code.

S Schnitzer

Subscribed and sworn to before me this 7th day of December, 1937.

Louis Schnitzer
Notary Public for Oregon
My commission expires 12/5/38

#1969

RECEIVED
NOV 29 1937
FOR FILING

2-C

November 29, 1937.

Hon. Earl Snell
Secretary of State
B U I L D I N G

Dear Sir:

This acknowledges receipt of your letter of November 27 enclosing three copies of a notice of claim by Linde Air Products Company for $212,57 against Anderson Construction Company, for oxygen, acetylene, and cylinder demurrage charges in connection with the work of construction of the Miller Flat-Agency Section of the Warm Springs Highway, in Jefferson County, State Highway Commission Contract No. 1969.

We are forwarding copies to the contractor and his surety, the U. S. Fidelity and Guaranty Company; and have also today forwarded by express to Marvin S. Swire a certified copy of the contract and bond, as requested in his letter to you of November 26.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

November 29, 1937

UNITED STATES FIDELITY & GUARANTY COMPANY
Walter F. Cline, Resident Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

We have received from the Secretary of State three copies of a notice of claim by Linde Air Products Company for $212.57 against Andersen Construction Company, for oxygen, acetylene, and cylinder demurrage charges furnished in connection with the construction of the Miller Flat-Agency Section of the Warm Springs Highway, in Jefferson County, being State Highway Commission Contract No. 1969.

We are sending you for your information and attention a copy of this notice since you are named as surety on the bond furnished by the contractors, to whom also a copy is being sent.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

cc - Andersen Construction Company
2805 N. E. 38th Avenue, Portland

#1989

RECEIVED
[illegible] 1937
STATE HIGHWAY COMMISSION

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

November 27, 1937

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer

There are enclosed for your information and files three copies of a notice of claim by Linde Air Products Company Pacific Coast for $212.57 against the bond taken from Anderson Construction Company, principal, and U. S. Fidelity & Guaranty Company, surety, for work on the Warm Springs Highway, contract No. 1989, which was received from Coan & Rosenberg, Attorneys, Portland, Oregon, and filed in this office today.

There is also enclosed a copy of their letter of transmittal relative to obtaining a certified copy of the contract and bond.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell
Secretary of State

S:FM
encs. 4

Joe
prepare certified copy of contract
and let [illegible] with
usual letter

COPY

TO THE STATE OF OREGON:

Notice is hereby given that the undersigned, Linde Air Products Company - Pacific Coast, has a claim for oxygen, acetylene, together with cylinder demurrage charges, in the sum of $212.57 against the bond taken from Anderson Contracting Co as principal, and United States Fidelity & Guaranty Company as surety, for the work of highway construction known as Warm Springs Highway, Jefferson County, Contract No. 1989.

Dated this 26th day of November, 1937.

LINDE AIR PRODUCTS COMPANY -
PACIFIC COAST

By Marvin S. W. Swire
Its Attorney.

#1989

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NOV 2[illegible] 1937
FOR FILING
2-C

November 29, 1937

Mr. Marvin S. Swire
c/o Coan & Rosenberg, Attorneys
710-716 Pittock Block
Portland, Oregon

Dear Sir:

In accordance with the request contained in your letter of November 26, addressed to Secretary of State Earl Snell, we are forwarding to you today by express a certified copy of State Highway Commission contract No. 1989 with Anderson Construction Company, for the grading of the Miller Flat-Agency Section of the Warm Springs Highway, in Jefferson County. There is no charge for this service.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

COPY

COAN & ROSENBERG
Attorneys at Law
710-716 Pittock Block
Portland, Oregon

November 26, 1937

Mr. Earl Snell,
Secretary of State,
Salem, Oregon.

Re: Warm Springs Highway, Jefferson County
Contract No. 1989

Dear Mr. Snell:

Inclosed herewith you will find a notice in writing in compliance with Chapter 280 Oregon Laws 1931 concerning the above captioned construction job performed by Anderson Contracting Co.

I note, by 49-702 Oregon Code, that upon making application to the proper officer in charge of such contracts, together with a showing under oath what the relation of such deponent is to the contract, such person shall receive a certified copy of the contract between the contractor and the state, and also a certified copy of the bond.

This is the first experience that the writer has had with claims arising under these statutory provisions. I must confess that I don't know whether the inclosed notice is what is indicated by 49-702 Oregon Code. Also, I don't know whether extra charge is made for the obtainment of the certified copy of the contract and bond.

If the inclosed notice entitles me to a certified copy of the contract and bond without further charge, I will appreciate your inclosing same to me. If anything more must be done or any charge is to be made, kindly advise me.

Very truly yours,

Marvin S. W. Swire

MS:L
INC

#1989

RECEIVED
NOV [illegible] 1937
FOR FILING
2-C

November 27, 1937

Hon. Earl Snell
Secretary of State
BUILDING

Dear Sir:

This acknowledges receipt of your letter of November 26 enclosing three copies of a notice of claim by Factory Motor Car Company for $57.24 against Andersen Construction Company for labor and materials expended in the repair of equipment used in connection with the construction of the Miller Flat-Agency Section of the Warm Springs Highway, in Jefferson County, being State Highway Commission Contract No. 1989.

We have noted this claim in our records of this job and are forwarding copy of same to the contractors and to their surety, the United States Fidelity & Guaranty Company.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

November 27, 1937

UNITED STATES FIDELITY & GUARANTY COMPANY
    Walter F. Cline, Resident Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

We have received from the Secretary of State three copies of a notice of claim by Factory Motor Car Company for $57.24 against Andersen Construction Company for labor and materials expended in the repair of equipment used in connection with the construction of the Miller Flat-Agency Section of the Warm Springs Highway, in Jefferson County, being State Highway Commission Contract No. 1969.

We hand you herewith one of these copies for your information and attention, inasmuch as you are named surety on the bond furnished by the contractors.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

cc - Andersen Construction Company
     2605 N.E. 26th Ave., Portland

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
[illegible] 1937
OREGON
STATE HIGHWAY COMMISSION

November 26, 1937

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files three copies of a notice of claim by Factory Motor Car Co. for $57.24 against the bond taken from Anderson Construction Company, principal, and U. S. Fidelity & Guaranty Company, surety, for work on the Miller Flat-Agency Section of the Warm Springs Highway, contract No. 1989, which was received and filed in this office today.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell
Secretary of State

S:FM
encs. 3

NOTICE

THE STATE OF OREGON,
OREGON STATE HIGHWAY COMMISSION,
UNITED STATES FIDELITY & GUARANTY COMPANY

Notice is hereby given that the undersigned, E. J. Blaser and V. C.Unden, partners, d.b.a. Factory Motor Car Co., in Portland, Multnomah County, State of Oregon, have a claim for labor and materials expended in the repair of equipment used by the Andersen Construction Company in the construction of the Miller Flat-Agency Section of the Warm Springs Highway, in the sum of Fifty-Seven and 24/100 ($57.24) Dollars, against the bond taken from the Andersen Construction Company, as principal, and the United States Fidelity & Guaranty Company, as surety, for the work of construction of the Miller Flat-Agency Section of the Warm Springs Highway in Jefferson County, State of Oregon; state highway contract No. 1989.

FACTORY MOTOR CAR CO.

By /V. C. Unden, partner

Dated this 23rd day of November, 1937.

Distribution:

1. Secretary of State,
   Salem, Oregon.

2. State Highway Commission,
   Salem, Oregon.

3. United States Fidelity & Guaranty Company,
   Walter F.Cline, Agent,
   Board of Trade Building,
   Portland, Oregon.

4. Andersen Construction Company,
   Warm Springs, Oregon.

Notice

Endorsed: File No. 2734
Filed November 26, 1937
EARL SNELL
Secretary of State

2-C

1937
STATE HIGHWAY COMMISSION

#1989

NOTICE

THE STATE OF OREGON,
OREGON STATE HIGHWAY COMMISSION,
UNITED STATES FIDELITY & GUARANTY COMPANY.

Notice is hereby given that the undersigned, E. J. Blaser and V. C. Unden, partners, d.b.a. Factory Motor Car Co., in Portland, Multnomah County, State of Oregon, have a claim for labor and materials expended in the repair of equipment used by the Andersen Construction Company in the construction of the Miller Flat-Agency Section of the Warm Springs Highway, in the sum of Fifty-Seven and 24/100 ($57.24) Dollars, against the bond taken from the Andersen Construction Company, as principal, and the United States Fidelity & Guaranty Company, as surety, for the work of construction of the Miller Flat-Agency Section of the Warm Springs Highway in Jefferson County, State of Oregon; state highway contract No. 1989.

FACTORY MOTOR CAR CO.

By:

Dated this 23rd day of November, 1937.

Distribution:

1. Secretary of State,
   Salem, Oregon.
2. State Highway Commission,
   Salem, Oregon.
3. United States Fidelity & Guaranty Company,
   Walter F. Cline, Agent,
   Board of Trade Building,
   Portland, Oregon.
4. Andersen Construction Company,
   Warm Springs, Oregon.

McFarland
noted on card [illegible]

NOTICE

#1989

RECEIVED
NOV 23 1937

November 23, 1937

Bend Iron Works

Bend, Oregon

Attention: C. J. Dugan

Gentlemen:

Your letter of the 19th instant directed to the Honorable Earl Snell, Secretary of State, in regard to your claim against Andersen Construction Company has been forwarded to the State Highway Commission for attention inasmuch as it concerns a state highway contract.

We note that the Andersen Construction Company owes you the sum of $1,035.50 for repairing equipment used in connection with its contract with the Commission for the construction of the Miller Flat-Agency Section of the Warm Springs Highway, Contract No. 1989. In connection with this job the contractor furnished the state with a surety bond for the protection of claims. The bond was written by the United States Fidelity & Guaranty Company for whom Walter F. Cline is local agent with offices in the Board of Trade Building, Portland, Oregon. McCollister & Campbell are general agents with offices in Room 300 Central Building, Seattle, Washington. I would suggest that you make a demand on the surety for payment of your claim. I would also suggest that you file notice of your claim with the Secretary of State in accordance with the provisions of Chapter 280, Oregon Laws for 1931, a mimeographed copy of which is inclosed. This is necessary in order to hold the bond responsible and liable for the payment of claims subsequent to the expiration of a period of six months from date of completion of the contract and acceptance of the same by the State Highway Commission.

In accordance with our usual practice we are today notifying the bonding company of your claim and trust that it will be settled satisfactorily in the near future.

Very truly yours,

HBG:AM

Secretary

November 23, 1937

United States Fidelity & Guaranty Co.
McCollister & Campbell, General Agents
300 Central Building
Seattle, Washington

Gentlemen:

The State Highway Commission has today received a notice of claim in the amount of $1,035.50 from the Bend Iron Works, Bend, Oregon, against the Andersen Construction Company for repair work on equipment used in connection with its contract for construction of the Miller Flat-Agency Section of the Warm Springs Highway, Contract No. 1989.

This is being handed you inasmuch as you appear surety on the bond furnished by the Andersen Construction Company in connection with this job. Will you please give this your prompt attention.

Very truly yours,

AM

Secretary

cc - Walter F. Claine
Board of Trade Bldg.
Portland, Oregon

cc - Andersen Construction Co.
2603 N. E. 36th Ave.
Portland, Oregon

RECEIVED
NOV 23 1937
OREGON
STATE HIGHWAY COMMISSION

BEND IRON WORKS
FOUNDERS, MACHINISTS, PATTERN MAKERS, BLACKSMITHS
GRAY IRON, BRASS, BRONZE AND SEMI-STEEL CASTINGS
Electric and Acetylene Welding
Phone 74
BEND, OREGON

Representing
ELECTRIC STEEL FOUNDRY
- Steel and Manganese Castings
- Esco Dipper and Dragline Buckets
- Shovel Parts
- Sixty Cat. Parts
- Bardon Choker Hooks
- Tru-Lay Wire Rope

Representing
PACIFIC STEEL WAREHOUSE CO.
Steel Jobbers

Nov. 19, 1937

Hon. Earl Snell,
Secretary of State,
Salem, Oregon.

Dear Sir:

We are wondering if you would be kind enough to give us some information regarding our account with the Andersen Construction Co., who had a contract for road work on the Warm Springs Cut-Off near Warm Springs, Oregon.

This company now owes us $1,035.50, ninety per cent of which is labor for repair work on their equipment. This account dates back to June, and we have had no payment except a check for $770.74 which was N.S.F.

We are operating on limited finances and an account of this size means a great deal to us. If there are any steps which we could take to expedite payment of this account, we would greatly appreciate having you inform us.

Thanking you in advance, we remain,

ANSWERED
H. B. G.

Yours very truly,

BEND IRON WORKS

By C. J. Dugan

CJD:H

SECRETARY OF STATE
RECEIVED
NOV 22 1937

November 22, 1937

Respectfully referred to the State Highway Commission for attention.

STATE DEPARTMENT

#1989

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NOV 2 1937
FOR FILING
2-e

November 22, 1937

Hon. Earl Snell
Secretary of State
BUILDING

Dear Sir:

This acknowledges receipt of your letter of November 19, enclosing three copies of a notice of claim by City Drug Company for $27.05 against Andersen Construction Company for office supplies furnished in connection with the work of construction of the Miller Flat-Agency Section of the Warm Springs Highway, in Jefferson County, Contract No. 1989.

We have noted this claim in our records of this file and are forwarding notices thereof to the contractors and to the surety on their bond, the United States Fidelity & Guaranty Company.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

November 22, 1937

UNITED STATES FIDELITY & GUARANTY COMPANY
Walter F. Cline, Resident Agent
Board of Trade Building
Portland, Oregon

Dear Sirs:

This letter is for the purpose of forwarding to you, as surety on the bond furnished by the contractors, a copy of a notice of claim which we have today received from the Secretary of State against Andersen Construction Company, in the sum of $27.05, for office supplies furnished in connection with work on the Miller Flat-Agency Section of the Warm Springs Highway, in Jefferson County,- State Highway Commission Contract No. 1980.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MM.

cc - Andersen Construction Company
2603 N.E. 56th Avenue, Portland

CITY DRUG CO.

Phone 555 909 Wall Street

Bend, Oregon

November 17, 1937

Secretary of State

Salem, Oregon

Dear Sir:

Notice is hereby given that the undersigned City Drug Co. has a claim for office supplies in the sum of $27 05 against the bond written by the United States Fidelity & Guaranty Company in connection with the contract of the State Highway Commission with Andersen Construction Company for the construction of the Miller Flat Agency Section of the Warm Springs Highway in Jefferson County, No. 1989.

City Drug Co.

By Loyde Blakley, Secy.

Endorsed: File No. 2730
Filed 11/19/37
EARL SNELL, Secretary of State

RECEIVED
NOV 22 1937
OREGON
STATE HIGHWAY COMMISSION

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

November 19, 1937

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. R. B. Glaisyer

There are enclosed for your information and files three copies of a notice of claim by City Drug Co. for $27.05 against the bond taken from Andersen Construction Company, principal, and U.S.Fidelity & Guaranty Company, surety, for work on the Miller Flat-Agency Section of the Warm Springs Highway, which was received and filed today.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell
Secretary of State

S:FM

encs. 3

REFERRED TO
Mrs. Lewis
SECRETARY
prepare letters

#1989

RECEIVED
NOV 26 1937
FOR FILING
2-e

November 22, 1937

Factory Motor Car Company
N. W. 14th Ave. & Everett Streets
Portland, Oregon

Attention: R. J. Blaser

Gentlemen:

This acknowledges your letter of the 19th instant inclosing a copy of your account against the Andersen Construction Company, same being in the amount of $57.24 for repairs to equipment of the Andersen Construction Company while engaged in its contract with the State Highway Commission for the construction of the Miller Flat-Agency Section of the Warm Springs Highway, in Jefferson County.

In connection with this contract, which is State Highway Contract No. 1989, the Andersen Construction Company furnished a bond for the protection of claims. The bond was written by the United States Fidelity & Guaranty Company for whom Walter F. Cline is local agent with offices in the Board of Trade Building, Portland. We offer this bond to you for the protection of your claim and would suggest that you make a demand on the bonding company for payment of the same. I would also suggest that you file notice of your claim with the Secretary of State in accordance with the provisions of Chapter 280, Oregon Laws for 1931, a mimeographed copy of which is inclosed.

In accordance with our usual practice we are today bringing your claim to the attention of the surety and the contractor and trust that your account will be settled in the near future.

Very truly yours,

Secretary

HBG:AM

November 22, 1937

United States Fidelity & Guaranty Co.
Walter F. Cline, Local Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

The State Highway Commission has today received a notice of the claim of the Factory Motor Car Company, Portland, in the amount of $57.24 for repairs to equipment of the Andersen Construction Company while engaged in its contract with the State Highway Commission for the construction of the Miller Flat-Agency Section of the Warm Springs Highway, Contract No. 1989.

This is being handed to you inasmuch as you appear surety on the bond furnished by the Andersen Construction Company in connection with this contract.

Very truly yours,

Secretary

HBG:AM

cc - Andersen Construction Co.
2603 N. E. 36th Ave.
Portland, Oregon

C. Unden

E. J. Blaser

Cylinder Grinding
Crank Shaft Grinding
Bearings Rebabbitted and
Align Bored

FACTORY MOTOR CAR Co.
BROADWAY 2623
N. W. 14th AVE. & EVERETT STS.
PORTLAND, OREGON

Wheel Aligning
Motor Reconditioning
Frame & Axle Straightening
Brakes Relined

RECEIVED
NOV 22 1937
OREGON
STATE HIGHWAY COMMISSION

Nov. 19, 1937

Mr. H. B. Glaisyer,
Secretary - State Highway Commission,
Salem, Oregon.

Dear Sir:-

Enclosed kindly find statement against Andersen Construction Company, for repairs to their equipment while working on State Highway Department contract at Warm Springs, Oregon.

We have made repeated requests for payment without success.

We are now placing this bill in your hands and ask that you kindly file a claim against said Andersen Construction Company contract.

Thanking you in advance for giving this matter your attention, we are

Very truly yours,

FACTORY MOTOR CAR CO.

Per E J Blaser.

EJB/H

ANSWERED
H. B. G.

STATEMENT

FACTORY MOTOR CAR Co.

14TH AND EVERETT STREETS
PORTLAND, OREGON
PHONE BROADWAY 2623
WELDING, MACHINE WORK, GARAGE
MOTOR CAR REPAIRING

Nov. 19, 1937

Andersen Construction Co.,
Warm Springs, Oregon

1937

July balance (Interest on trade acceptance)	$ 1.00
Aug. 14	30.60
30	13.57
Oct. 4	12.07
	$57.24

NET–NO DISCOUNT ALLOWED

27489

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NOV 22 1937
FOR FILING
2-e

November 20, 1937

Layton & Beyrie,
Attorneys at Law,
400 Pittock Block,
Portland, Oregon.

Attention: Mr. R. A. Beyrie.

Gentlemen:

In response to your inquiry of November 15th you are advised that the Andersen Construction Company, Contract No. 1989, Miller Flat-Agency Section, will not be completed until about November 30, 1937. The project was approximately 95% complete on November 10, 1937.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#1989

RECEIVED
NOV 16 1937
OREGON
STATE HIGHWAY COMMISSION

LAW OFFICES
LAYTON & BOYRIE
400 PITTOCK BLOCK
PORTLAND, OREGON

WILLIAM B. LAYTON
EDWARD A. BOYRIE
N RAY ALBER
LESTER L. AHLGRIM

November 15th, 1937

Oregon State Highway Commission,

SALEM, Oregon.

Gentlemen:

I represent General Grocery Company, Inc., who has a claim, for groceries furnished, against the bond taken from Andersen Construction Company, principal, and U. S. Fidelity & Guaranty Company, surety, for the work of construction of the Miller Flat-Agency Section of the Warm Springs Highway in Jefferson County.

Would you be so kind as to advise if this contract has been completed and the work accepted by the state. If so, please advise the date of such completion and acceptance.

Thanking you, I am

Very truly yours,

LAYTON & BOYRIE

By E A Boyrie

EAB:RS

EFERR
SECR

#1919

RECEIVED
NOV 17 1937
FOR FILING
2-C

November 15, 1937

City Drug Company

Bend, Oregon

Gentlemen:

This acknowledges your letter of the 13th instant advising us of your claim in the amount of $27.05 against the Anderson Construction Company for supplies furnished that company in connection with its contract with the State Highway Commission for the construction of the Miller Flat-Agency Section of the Warm Springs Highway in Jefferson County, No. 1989.

In connection with this job the contractor was required to furnish the state with a surety bond for the protection of claims. We offer this bond to you for your protection. It was written by the United States Fidelity & Guaranty Company for whom Walter F. Cline is local agent with offices in the Board of Trade Building, Portland. McCollister & Campbell are general agents with offices in Room 300, Central Building, Seattle, Washington. I would suggest that you file your claim with the agent of the bonding company and also with the Secretary of State in accordance with the provisions of Chapter 280, Oregon Laws for 1931, a mimeographed copy of which is inclosed.

In accordance with our usual practice I am today bringing your letter to the attention of the bonding company and trust that your claim will be taken care of in the near future.

Very truly yours,

Secretary

HBG:AM

November 15, 1937

United States Fidelity & Guaranty Co.
McCollister & Campbell, General Agents
300 Central Building
Seattle, Washington

Gentlemen:

The State Highway Commission has today received a notice of claim of the City Drug Company, Bend, Oregon, in the amount of $27.05 for merchandise furnished the Anderson Construction Company in connection with its contract for the Millar Flat-Agency Section of the Warm Springs Highway, in Jefferson County, Contract No. 1989.

This is being sent to you inasmuch as you appear surety on the bond furnished in connection with this job. Will you kindly take care of this matter at the earliest opportunity.

Very truly yours,

HBG:AM

Secretary

cc - Walter F. Cline
Board of Trade Bldg.
Portland, Oregon

cc - Anderson Construction Co.
2603 N. E. 36th Ave.
Portland, Oregon

DRUGS ... OFFICE SUPPLIES ... STATIONERY ... SUNDRIES

STATEMENT

CITY DRUG COMPANY

"ASK YOUR DOCTOR ABOUT OUR STORE"

909 WALL STREET — — PHONE 555

BEND, OREGON, August 1937

Anderson Construction Co.
c/o F. Anderson
Madras, Oregon

PAYABLE BETWEEN 1ST AND 10TH

BEND BULLETIN

	ITEMS	CHARGES	CREDIT	BALANCE
8-7	2 Letter Index 1.70			
	3 Legal arch files 3.75			
	1 punch .60			
	100-4X6 Cards 1.35			
	1-4X6 file box 1.35			
	15" Ruler .50	925		
8-9	Pencils .60 mucilage .50	110		
8-9	Credit 100 Cards Retd		135	
8-17	Shipping tags .15			
	2 arch file boards 2.40			
	100 Clay 2 Fasteners 2.00			
	1 manual punch 2.00			
	2 Vert. guides 1.70			
	1-4X6 A-Z Index .60			
	Blue pencil .10			
	2 tally books .70			
	1 purchase order bk. .25			
	1 set A-Z Index 5X6 1.85			
	1 Record book .85			
	2 time books .30	1295		
8-28	3 " "	30		
8-30	2 Index 5 B C-31	480		
		2840	135	2705

We certify that this is a correct statement of the Anderson Construction Co. account on our books and that we have not received payment for same.

City Drug Co.
By Loyde Blakley
Secretary

FROM BEND

G CO.
Our Store
STREET
N
3-37

PRESCRIPTIONS
OFFICE SUPPLIES
TOILETRIES

RECEIVED
NOV 15 1937
OREGON
STATE HIGHWAY COMMISSION

ANSWERED
H. B. G.

sion

lease find statement
t Anderson Construction
rking out of Madras
ut off. We have made
payment and have
a reply.
that they are bonded
in a position to
purchases they have
n with their office

ear from you promptly
ng our claim in the
on Tuesday, November
n not be of assistance

you we are,

Yours Truly,

City Drug Co.
By Loyde Blakley Secy

SKYLINE OF THE CASCADES FROM BEND

LOYDE BLAKLEY
KEN CRUICKSHANK
AL ERIKSEN

CITY DRUG CO.
Ask Your Doctor About Our Store
PHONE 555 909 WALL STREET
BEND, OREGON

PRESCRIPTIONS
OFFICE SUPPLIES
TOILETRIES

RECEIVED
NOV 15 1937
OREGON
STATE HIGHWAY COMMISSION

11-13-37

State Highway Commission
Salem, Oregon

ANSWERED
H.B.G.

Gentlemen:

Attached hereto please find statement of our account against Anderson Construction Co. that has been working out of Madras on the Warm Springs Cut off. We have made repeated requests for payment and have not even recieved a reply.

We understand that they are bonded and that you are in a position to protect us for the purchases they have made in connection with their office work on this job.

Please let us hear from you promptly as we intend placing our claim in the hands of an attorney on Tuesday, November 16th in case you can not be of assistance to us.

Thanking you we are,
Yours Truly,
City Drug Co.
By Loyde Blakley Secy

RECEIVED
NOV 15 1937
FOR FILING
2-C

November 13, 1937

Mr. Paul L. Crooks
c/o P. L. Crooks & Co., Inc.
Henry Building
Portland, Oregon

Dear Sir:

Further reference is made to your letter of the 4th instant in regard to the trucks that you rented to the Andersen Construction Company on their job at Warm Springs, Oregon.

I have just received a letter from Mr. Ernest Cooper, Resident Engineer on this job, a copy of which I am inclosing for your information. Apparently Mr. Cooper is not in a position to give any authentic information in regard to the use of the trucks. I regret, therefore, that I am unable to give you the data that you requested. If it will help you any, I might say that the records in the Salem office reveal that during the period mentioned by Mr. Cooper the trucks worked steadily with the exception of four days. Whether or not these trucks were the ones you rented to the Andersen Construction Company and were the ones that were actually in use is not disclosed by the record.

Very truly yours,

Secretary

HBG:AM

incl.

RECEIVED
NOV 15 1937
FOR FILING

2-e

November 13, 1937

Mr. Paul L. Crooks
c/o P. L. Crooks & Co., Inc.
Henry Building
Portland, Oregon

Dear Sir:

Further reference is made to your letter of the 4th instant in regard to the trucks that you rented to the Andersen Construction Company on their job at Warm Springs, Oregon.

I have just received a letter from Mr. Ernest Cooper, Resident Engineer on this job, a copy of which I am inclosing for your information. Apparently Mr. Cooper is not in a position to give any authentic information in regard to the use of the trucks. I regret, therefore, that I am unable to give you the data that you requested. If it will help you any, I might say that the records in the Salem office reveal that during the period mentioned by Mr. Cooper the trucks worked steadily with the exception of four days. Whether or not these trucks were the ones you rented to the Andersen Construction Company and were the ones that were actually in use is not disclosed by the record.

Very truly yours,

Secretary

HBG:AM

incl.

1M 5-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

Madras, Oregon.
November 10,1937.

Mr. R.H.Baldock
State Highway Engineer
Salem, Oregon.

Attention Mr. S.H.Probert

Dear Sir:

In the matter of the rental time for the P.L.Crooks trucks on the Anderson Construction Co. work which you have written to me as of Nov.9,1937.

I keep no accurate record of the hours worked by contracters equipment but from my diary and reports I find that these trucks arrived on this job about July 5 and were taken away about August 1.

During this time the contractor was working 3 shifts of 7 hours each. There was lost time but I have no accurate record of how much time the trucks were actually worked.

Very truly yours,
Forrest Cooper
Forrest Cooper
Resident Engineer

cc to William E. Chandler
Division Engineer

RECEIVED
NOV 9 1937
FOR FILING

2-C

November 9, 1937

Mr. Forrest Cooper
Resident Highway Engineer
Madras, Oregon

Dear Sir:

We are enclosing herewith a copy of a letter from P. L. Crooks & Co., Inc., requesting information relative to the period of time during which the Anderson Construction Company used trucks rented from that firm. Please furnish to this office all available information requested in the enclosed copy of Mr. Crooks' letter, concerning the use of this equipment.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by M. H. Milner/GS

cc Mr. W. E. Chandler

HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

November 5, 1937

Mr. P. L. Crooks
Henry Building
Portland, Oregon

Dear Mr. Crooks:

I wish to acknowledge your letter of the 4th instant requesting certain information concerning the use of some dump trucks that you rented to the Andersen Construction Company for use in connection with its contract with the State Highway Commission for the construction of the Miller Flat-Agency Section of the Warm Springs Highway.

I am sorry that we do not have the information you desire in this office so I will have to refer your letter to our Resident Engineer, Mr. Forrest Cooper, to furnish the same if possible. I will write you again as soon as I hear from Mr. Cooper.

Very truly yours,

Secretary

HBG:AM

cc - Mr. S. H. Probert

✓ Mr. Probert: Mr. McFarland told me that you would secure this information from the field. I will appreciate getting this.

H.B.G.

HPB

R, STEAM, WATER HOSE
CONVEYOR BELTING
INDUSTRIAL BELTING
OF ALL KINDS
AIR, HYDRAULIC AND
STEAM PACKING
FIRE EXTINGUISHERS,
NOZZLES AND SPRAYS
BATTERIES, TIRES AND
TUBES
PIPE, VALVES AND FITTINGS
WIRE ROPE, ALL KINDS

P. L. CROOKS & CO., INC.
EQUIPMENT AND SUPPLIES

DISTRIBUTORS
COLUMBIA
EXPLOSIVES

COMPRESSORS
DRILLS AND BITS
DUMP TRUCKS
SHOVELS
TRACTORS
MIXERS
HOISTS

TELEPHONES:
ATWATER 7767
BROADWAY 5327

HENRY BUILDING
PORTLAND, OREGON

RECEIVED
1937

November 4 1937

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

In July we rented four 5 cubic yard Mack dump trucks to the Andersen Construction Company on their job at Warm Springs, Oregon, under a rental contract which they breached.

If possible, we would like to get a record of the number of days and also the hours or shifts these trucks worked on this project. No doubt your resident engineer has a record of the number of shifts which the Andersen Construction Company were working during the month of July and the first week of August.

We would appreciate getting this information as soon as possible.

Thanking you, we remain,

Yours very truly,

P. L. Crooks & Co., Inc.,

By P. L. Crooks

PLC/lc

ANSWERED
H. B. G.

FORM 5-8-1 1000 4-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEN[illegible]GON

IN REPLY PLEASE
REFER TO FILE NO.

1937

November 4th
1937

NOTED

2-C

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

The finishing on the Warm Springs Highway under the Anderson Contract No. 1989 is going ahead satisfactorily and should be done within a week or ten days. We can go over the classification at any time as well as to wait for a later date. If you wish to go next week I will meet you wherever you say.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

WEC:f

cc-Mr. R. H. Baldock ✓

#1989

RECEIVED
NOV 1937
FOR FILING
2-6

November 3, 1937

Winona C. J. Egg
945 Harriman
Bend, Oregon

Dear Madam:

Acknowledgment is made of the receipt of your letter of November 2 advising that you have a claim against the Andersen Construction Company which I presume arises out of the contract of that company with the State Highway Commission for the construction of a section of the Warm Springs Highway north of Warm Springs Agency and requesting information as to the filing of notice of your claim with the proper authority. The contract to which you refer is state highway contract No. 1989 and is for grading the Miller Flat-Agency Section of the Warm Springs Highway in Jefferson County.

In connection with all state highway contracts the State Highway Commission requires the successful bidder to furnish the state with a surety bond for the protection of claims and to guarantee the satisfactory completion of the contract. The bond furnished by the Andersen Construction Company in connection with the above mentioned project was written by the United States Fidelity & Guaranty Company for whom Walter F. Cline is local agent with offices in the Board of Trade Building, Portland. The general agents of this company are McCollister & Campbell, 300 Central Building, Seattle, Washington. I would suggest that you make demands on the bond for the payment of your claim and I would also suggest that you file notice of the claim with the Secretary of State in accordance with the provisions of Chapter 280, Oregon Laws of 1931, a mimeographed copy of which is inclosed.

Trusting that you receive satisfaction in the near future, I remain

Very truly yours,

Secretary

HBG:AM
incl.

945 Harriman St,
Bend, Ore -
Nov. 2 - 1937.

RECEIVED
-1 - 1937
COMMISSION

State Highway Commission,
Salem, Oregon.

Dear Sir:-

We wrote the Secretary of State regarding a bill owed us by the Anderson Construction Co; and they has referred us to you to get the information we need regarding surety or sureties on the bond, number of contract, and the work concerning which the contract was taken. Please send us this information so we can get results on this bill as promptly as possible.

Yours very truly.

Winona C. J. Egg.
945 Harriman
Bend
Oregon

ANSWERED
H. B. G.

#1989

RECEIVED
NOV 3 1937
FOR FILING
2 - C

November 3, 1937

Hon Earl Snell
Secretary of State
BUILDING

Dear Sir:

This acknowledges receipt of your letters of October 30 and November 1, enclosing three copies of each of the following notices of claim against the Anderson Construction Company, in connection with work on the Miller Flat-Agency Section of the Warm Springs Highway, State Highway Contract No. 1989:

Bend Iron Works - - - - - - - - - - - -	$1,113.25
Clyde E. Bunting - - - - - - - - - -	6,210,26

We are forwarding copies of these notices of claim to the contractor and its surety, the U. S. Fidelity and Guaranty Company.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

November 3, 1937

UNITED STATES FIDELITY & GUAranty company
Walter F. Cline, Resident Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

We have received from the office of the Secretary of State notices of claim against the Andersen Construction Company in connection with work on the Miller Flat-Agency Section of the Warm Springs Highway, in Jefferson County, State Highway Contract No. 1989, as follows:

Bend Iron Works,	$1,115.25
Clyde E. Bunting	6,210.26

We enclose for your information and attention a copy of each of these claims, since you are named as surety on the bond furnished by the contractors.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MHL

encl.- 2

cc - Andersen Construction Company
2805 N. E. 36th Avenue
Portland

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

ECEIVED
V 3 - 1937
REGON
STATE HIGHWAY COMMISSION

November 1, 1937

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files three copies of a claim by Clyde E. Bunting for $6210.26 against the bond taken from Anderson Construction Company, principal, and U. S. Fidelity & Guaranty Company, surety, for work on the Miller Flat-Agency Section near Madras, contract No. 1989, which was received and filed today.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell
Secretary of State

S:FM
encs. 3

COPY

NOTICE

TO STATE OF OREGON:

Notice is hereby given that the undersigned Clyde E. Bunting, doing business as Bunting Tractor Co., of La Grande, Union County, Oregon, has a claim for rentals, materials and supplies as follows, towit:

Rental of Model 75 Caterpillar Tractor, Serial No. 2E-435, from July 1, 1937, to October 15, 1937, at $750.00 per month, 3½ months, ____________			$2625.00
Less payments received:			
Aug. 9, 1937,	$750.00		
Sept. 10, 1937,	750.00	1500.00	$1125.00
Rental of Model 75 Caterpillar Tractor, Serial No. 2E-43 and LeTourneau Equipment, from June 24, 1937, to October 15, 1937, at $2261.84 per month:			
7 days in June @ $75.40	527.80		
July, August & September @ $2261.84	6785.52		
15 days in October @ $75.40	1131.00	8444.32	
Less payments received:			
Aug. 9, 1937	2261.84		
Sept. 10, 1937	2261.84	4523.68	$3920.64
Sundry items of material and supplies furnished			380.93
Freight on 122451# @ .64 per cwt, being cost of return of above equipment, in accordance with provisions of rental agreement, from Madras, Oregon, to La Grande, Oregon,			783.69
Total			$ 6210.26

against the bond taken from Anderson Construction Company, Principal, and United States Fidelity & Guaranty Company, a corporation, as Surety, for the construction in connection with Contract No. 1989, Miller Flat-Agency Section, near Madras, Oregon.

Dated at La Grande, Oregon, this 29th day of October, 1937.

CLYDE E. BUNTING

Endorsed: File No. 2715
Filed November 1, 1937
EARL SNELL, Secretary of State

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
[illegible] 3 - 1937
OREGON
STATE HIGHWAY COMMISSION

October 30, 1937

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files three copies of a notice of claim by Bend Iron Works for $1113.25 against the bond taken from Anderson Construction Company, principal, and U. S. Fidelity & Guaranty Company, surety, for work on the Miller Flat-Agency Section of the Warm Springs Highway, contract No. 1989, which was received from Brewster & Foley, 3 Baird Bldg., Bend, Oregon, and filed in this office on October 28th.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell

Secretary of State

S:FM
encs. 3

COPY

The State Highway Commission
of the State of Oregon
Salem, Oregon

Notice is hereby given that the undersigned Bend Iron Works, a Corporation has a claim for labor and materials, performed and furnished to-wit: repairs to equipment, and materials furnished for the equipment of Andersen Construction Company, Warm Springs, Oregon, in the sum of $1113.25, against the bond taken from Andersen Construction Company, & U. S. Fidelity & Guaranty Co. for the work of highway construction, to-wit: building a highway near Warm Springs, Oregon, being Oregon State Highway Contract #1989, 2.14 miles Miller Flat-Agency section of the Warm Springs Highway in Jefferson County Oregon.

Bend Iron Works, a Corporation
By C. J. Dugan
President

Endorsed: File No. 2713
Filed October 28, 1937
Earl Snell, Secretary of State

CONTRACT# [redacted] 1989

FLH 2-C Miller Flat-Agency Sec., Warm 1937
Springs Hwy.
#1989 Folder # 1

#1989

RECEIVED
NOV 1 1937
FOR FILING
2-e

October 29, 1937

Brewster & Foley
Attorneys at Law
Bend, Oregon

Gentlemen:

This acknowledges receipt of your letter of the 27th instant inclosing notice of the claim of the Bend Iron Works against Anderson Construction Company, same being in the amount of $1,113.25, arising out of the Anderson Construction Company's contract, No. 1989, for the grading of the Miller Flat-Agency Section of the Warm Springs Highway in Jefferson County.

According to Chapter 280, Laws of Oregon for 1931, a mimeographed copy of which is inclosed, formal notice of claims should be filed with the Secretary of State rather than with the State Highway Commission in order to hold the bond responsible and liable for the payment of the claim.

Very truly yours,

Secretary

HBG:AM

October 29, 1937

United States Fidelity & Guaranty Co.
McCollister & Campbell, Agents
300 Central Building
Seattle, Washington

Gentlemen:

Attached hereto is a copy of a notice of the claim of the Bend Iron Works against Andersen Construction Company arising out of its contract with the State Highway Commission for the construction of the Miller Flat-Agency Section of the Warm Springs Highway in Jefferson County, Contract No. 1989. The amount of the claim is $1,113.25 and represents labor and materials, performed and furnished, in connection with repairs to equipment and furnishing of materials in connection with this job.

Notice is given you inasmuch as you appear surety on the bond furnished by Andersen Construction Company in connection with this job.

Very truly yours,

Secretary

HBG:AM

cc - Walter F. Cline
Board of Trade Bldg.
Portland, Oregon

cc - Andersen Construction Co.
2603 N. E. 36th Ave.
Portland, Oregon

George H. Brewster Robert H. Foley

BREWSTER & FOLEY
Attorneys at Law
BEND, OREGON

RECEIVED
OCT 28 1937
OREGON
STATE HIGHWAY COMMISSION

October 27, 1937

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

We enclose herewith notice of claim of Bend Iron Works, a Corporation, against Andersen Construction Company, as required by Section 67-1101 Oregon Code Supplement 1935.

Yours very truly

BREWSTER & FOLEY

BY RH Foley

RF:ED

Enclosure

ACKNOWLEDGED
H. B. GLAISYER

The State Highway Commission
of the State of Oregon
Salem, Oregon

Notice is hereby given that the undersigned Bend Iron Works, a Corporation has a claim for labor and materials, performed and furnished to-wit; repairs to equipment, and materials furnished for the equipment of Andersen Construction Company, Warm Springs, Oregon, in the sum of $1,113.25, against the bond taken from Andersen Construction Company, & US Fidelity & Guaranty Co. for the work of highway construction, to-wit; building a highway near Warm Springs, Oregon. being Oregon State Highway Contract # 1909, 2.14 miles Miller Flat-Agency section of the Warm Springs Highway in Jefferson County Oregon.

Bend Iron Works, a Corporation

By C. J. Dugan
President

#1989

RECEIVED
NOV 1 1937
FOR FILING
2-C

October 29, 1937

Farmers Hardware Company, Inc.

Redmond, Oregon

Attention: H. E. Van Arsdale

Gentlemen:

This acknowledges receipt of your letter of the 27th instant advising us of your claim in the amount of $5.55 against Andersen Construction Company being for materials furnished that company in connection with its contract with the State Highway Commission for the construction of the Miller Flat-Agency Section of the Warm Springs Highway in Jefferson County, contract No. 1989.

In connection with this job the contracter was required to furnish the state with a surety bond for the protection of claims and we offer this bond to you for the protection of your claim. It was written by the United States Fidelity & Guaranty Company for whom Walter F. Cline is local agent with offices in the Board of Trade Building, Portland. I would suggest that you file notice of your claim with Mr. Cline or with McCollister & Campbell, General Agents, 300 Central Building, Seattle, Washington. If you secure no satisfaction by so doing you still have recourse to action in the courts and should file notice of your claim with the Secretary of State in conformance with provisions of Chapter 280, Oregon Laws of 1931, a mimeographed copy of which is inclosed.

Very truly yours,

Secretary

HBG:AM

October 29, 1937

United States Fidelity & Guaranty Company
McCollister & Campbell, General Agents
300 Central Building
Seattle, Washington

Gentlemen:

Attached is a copy of a letter that we have just received from the Farmers Hardware Company, Redmond, Oregon, advising that it has a claim in the amount of $5.55 against Andersen Construction Company for materials furnished in connection with its contract for the construction of the Miller Flat-Agency Section of the Warm Springs Highway in Jefferson County.

This is a small claim of long standing and we would suggest that it be settled.

Very truly yours,

HBG:AM

Secretary

cc - Walter P. Cline
Board of Trade Bldg.
Portland, Oregon

cc - Andersen Construction Co.
2603 N. E. 36th Ave.
Portland, Oregon

RECEIVED
OCT 28 1937
OREGON
STATE HIGHWAY COMMISSION

Farmers Hardware Company, Inc.

Hardware, Iron and Steel, Paints and Oils, Pipe and Fittings, Sporting Goods
Implements, Housewares, Farm and Dairy Machinery Parts

REDMOND, OREGON

Please Put This Number on Your Reply

October 27, 1937

Oregon State Hiway Commission
Salem, Oregon

Gentlemen:

On June 24 the Anderson Construction Company, who are doing road work, I believe, between Madras and Warm Springs, sent in an emergency order amounting to $5.55 for material. We do not seem to be able to contact these people and would thank you to advise if the contract was from your department. We would appreciate in the event that the contract has not been completely settled for you to protect us on this small bill.

Yours truly,

THE FARMERS HARDWARE CO.

by H E Vanarsdale

HEV/me

ACKNOWLEDGED
H. B. GLAISYER

#1989

RECEIVED
NOV 1 1937
FOR FILING
2-e

October 29, 1937

Clyde Equipment Company
1631 N. W. Thurman Street
Portland, Oregon

Attention: H. R. LaBonte, Treasurer

Gentlemen:

Replying to your inquiry of the 27th instant wish to say that the bond furnished by the Anderson Construction Company in connection with its contract with the State Highway Commission for road construction near Bend was written by the United States Fidelity and Guaranty Company for whom Walter F. Cline is local agent with offices in the Board of Trade Building, Portland. The general agents in this instance are McCallister and Campbell, 300 Central Building, Seattle, Washington.

I am inclosing a mimeographed copy of Chapter 280, Oregon Laws, 1931, relative to the filing of claims against contractors on public work . You will note that in the case of state highway work the claim must be filed with the Secretary of State prior to the expiration of a period of six months from date of completion of the contract and acceptance thereof by the Commission in order to hold the bond responsible and liable after the six month limit has expired.

The job to which you refer is state highway contract number 1989 and is for grading on the Miller Flat-Agency Section of the Warm Springs Highway in Jefferson County.

Very truly yours,

HBG:AM

Secretary

[illegible] LUSTER, PRESIDENT
J.R. McGIFFERT, VICE PRESIDENT

O.B. BJORGE,
SECRETARY AND GENERAL MANAGER

H.R. LaBONTE, TREASURER
M.W. LEPP, ASST. SECRETARY

CLYDE EQUIPMENT COMPANY

1631 N.W. THURMAN ST
PORTLAND, OREGON

ASSOCIATE MEMBER

3410 FIRST AVENUE SOUTH
SEATTLE, WASHINGTON

EQUIPMENT
FOR LOGGERS - CONTRACTORS - RAILROADS - INDUSTRIAL PLANTS

PORTLAND, OREGON

RECEIVED
OCT 28 1937
OREGON
STATE HIGHWAY COMMISSION

October 27, 1937

State Highway Commission
Salem, Oregon

Gentlemen:

We have an account against the Anderson Construction Co. of Portland, Oregon, representing rentals charged for use of equipment on their job near Bend, Oregon. We have been endeavoring to collect from the subject company without success and presume that our only remedy will be the bonding company who bonded them for this job.

We do not have this information and would appreciate it very much if you would advise us the name of the bonding company who have bonded them on this particular job.

Thanking you in advance for this information, we are

Very truly yours,

CLYDE EQUIPMENT CO.

H R La Bonte

Treasurer

HRL:LB

ANSWERED
H. B. G.

#1989

RECEIVED
OCT 29 1937
FOR FILING
2-e

October 28, 1937

Hon. Earl Snell
Secretary of State
BUILDING

Dear Sir:

This acknowledges your letter of October 25, 1937, enclosing a copy of a letter from Bend Auto Parts, Inc., advising that their claim for $24.75 against the bond taken from Andersen Construction Company has been paid.

We are noting this settlement in our records of this job.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

October 26, 1937

UNITED STATES FIDELITY & GUARANTY COMPANY
    Walter F. Cline, Resident Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

We are in receipt of a letter from the office of the Secretary of State, notifying us that the claim of the Bend Auto Parts for $24.75 against Andersen Construction Company, in connection with Contract No. 1980, for the construction of the Miller Flat-Agency Section of the Warm Springs Highway, in Jefferson County, has been satisfied.

We have noted this settlement in our records of this job.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

cc - Andersen Construction Co.
    2603 N. E. 26th Avenue, Portland

#1989

RECEIVED
OCT 26 1937
OREGON
STATE HIGHWAY COMMISSION

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

October 25, 1937

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H.B. Glaisyer, Secretary

There is enclosed for your information a copy of a letter of Bend Auto Parts, Inc. advising that their claim for $24.75 against the Bond taken from Anderson Construction Company has been paid.

Yours very truly,

Earl Snell

Secretary of State

S:FM
enc. 1

COPY

BEND AUTO PARTS, INC.
125 Oregon Avenue
Bend, Oregon

October 22, 1937

Secretary of State
Salem, Oregon

Gentlemen:

Please refer to our claim of $24.75 which we filed with you as being owed to us by the Anderson Construction Company.

We have received payment direct from the Anderson Construction Company and we wish you to cancel this claim against them.

Yours very truly,
BEND AUTO PARTS, INC.
By A. O. Schilling

AOS:LMR

October 26, 1937

U. S. FIDELITY & GUARANTY COMPANY
Walter F. Cline, Resident Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

We have received from the Secretary of State notices of two claims against the Andersen Construction Comp Company, as follows:

By Cottage Grove Foundry for material used in connection with the construction of the North Roseburg Section of the Pacific Highway, in the amount of $120.00;

By General Grocery Company, Inc., for materials furnished in connection with work on the Miller Flat-Agency Section of the Warm Springs Highway, in the amount of $415.66.

We are sending you herewith a copy of each of these notices of claim, since you are named surety on the bond furnished by the contractor.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MEL

cc - Andersen Construction Company
2805 N. E. 36th Avenue, Portland

~~#1451~~
1989

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
OCT 26 1937
STATE HIGHWAY COMMISSION

October 25, 1937

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files three copies of a notice of claim by General Grocery Company, Inc. for $415.58 against the bond taken from Andersen Construction Company, principal, and U. S. Fidelity & Guaranty Company, surety, for work on the Miller Flat-Agency Section of the Warm Springs Highway in Jefferson County.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell
Secretary of State

S:FM
encs. 3

GENERAL GROCERY COMPANY, INC.
45 S. E. Ash Street
Portland, Oregon

October 22, 1937

Mr. Earl Snell,
Secretary of State

State of Oregon

Salem, Oregon

Notice hereby is given that the undersigned, the General Grocery Company, Inc., has a claim for groceries furnished as per copies of invoices attached in the sum of Four Hundred Fifteen and 58/100 dollars ($415.58) against the bond taken from the Andersen Construction Company and the United States Fidelity and Guaranty Company for the work of construction of the Miller Flat-Agency Section of the Warm Springs Highway in Jefferson County, Oregon.

General Grocery Company, Inc.

By Wm. Heller Ehrman
Vice Pres.

FD FK

* * * * * * * * * * * * * * * * * *

GENERAL GROCERY COMPANY
Wholesale Grocers
45 S. E. Ash Street
Portland, Oregon

June 26 1937 WB

Sold to Andersen Construction Co.
Warm Springs Oregon

Terms NET

Sheet 1

1 only 16 oz p s nutmeg	1/12	5 60	47
1 only 16 oz p s mace	1/12	13 60	1 13
1 only 16 oz p s chili powder	1/12	5 60	47
1 only 16 oz p s cinnamon	1/12	4 80	40
1 only 16 oz p s sage	1/12	4 00	33
5 only 1 kingsford corn starch	5/12	1 05	44
1 only qt great american vanilla	1/12	10 50	87
2 only 10 ghir grnd chocolate	1/3	16 35	5 45
3 bx gen soda wafers	51 ¼	12	6 15
1 bx 50 superior spaghetti	1		5 60
2 cs 6/10 red winner tomatoes	1		3 75
10 only 5# Oregon cheese	50	21	10 50
2 bag 50 dry onions Oregon	2	1 10	2 20
1 bag 100 carrots	1		3 60
10 # bx #180 Orange Pekoe tea	10	43	4 30
1 cs 300 lemons	1		8 15
4 bags 100 berry sugar	4	4 95	19 80
3 bbl 98 lilly white flour	3	5 05	15 15
6 cs tall morning milk	6	3 05	18 30

6 cs 6/10 White Star peaches	3		5 75	17 25
6 cs 6/10 White Star Pears	3		5 00	15 00
6 cs 6/10 Porto a pricots	3		5 85	17 55
6 cs 6/10 white star plums	3		4 00	12 00
6 cs 6/10 white star blackberries	3		6 75	20 25
2 drum 110 scoco	220		12½	27 50
			FORWARD	216 61
	SHEET 2			
			FORWARD	216 61
4 bags 49 sperry p cake flour	1			10 80
1 cs 6/5 calumet bkg powder	1			4 75
1 only 25 leslie salt	1			50
5 only 1 p s pepper	5/12		2 70	1 13
1 cs blue star matches	1			3 75
3 ctn camel cigts	3/5	6 25	3 75	
3 ctn chesterfield cigts	3/5	6 25	3 75	
3 ctn lucky strike cigts	3/5	6 25	3 75	
			11 25	
less 6%			67	
				10 58
6 dz 10 oz canvas gloves	6		1 50	9 00
1 cs 80 crystal white soap	1			3 00
2 dz palmolive soap	2		68	1 36
1 dz holly cleanser	1			45
½ dz holly lye	½		90	45
1 cs 6/10 white star catsup	½		6 25	3 13
1 bx 50/60 prunes	25		05	1 25
1 only 16 oz p s allspice	1/12		5 20	43
1 jkt 5 gal snowshoe syrup	1			4 30
1 keg 5 gal vinegar	1			1 30
1 only #77 Salad oil	1			5 40
1 cs 20/1 codfish tablets	20		16¼	3 25
4 only 60# steel drum beaver coffee steel cut	240		21½	51 60
			FORWARD	333 04
	SHEET 3			
			FORWARD	333 04
1 keg 5 gal sweet mubbins	1			3 90
1 keg 5 gal dill mubbins	1			1 75
5 bags No 1 burbank spuds	5		1 80	9 00
1 only gal p. s mustard	1			80
1 bag 100 bayo beans	1			8 40
1 bag 100 calif s w beans	1			7 65
50# Calady rice	50		05¼	2 63
1 bx 25 0 seedless raisins	25		06 3/4	1 69
1 cs 6/10 white star cut beans	½		5 25	2 63
1 cs 6/10 easter oregon peas	½		5 75	2 88
2 cs 6/10 white star spinach	1			4 85
1 cs 6/10 asstd jelly	½		11 50	5 75
				384 97

* * * * * * * * * *

		July 8 1937 WB	
2 cs 6/10 white star cut beans	1		5 25
1 roll #9 diamond wax paper	1		80
1 only qt seaport lemon extract	1/12	13 00	1 08
1 cs 24/1 fluftex corn starch	1		1 85
1 cs 6/10 white star pumpkin	½	3 25	1 63
			10 61
2 cs lemons	2	8 30	16 60
2 sk new potatoes	2	1 70	3 40
			20 00

Endorsed: File No. 2708
Filed October 23, 1937
EARL SNELL, Secretary of State

RECEIVED
OCT 25 1937
FOR FILING

2-e

October 21, 1937

UNITED STATES FIDELITY & GUARANTY COMPANY
Walter F. Cline, Resident Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

We are in receipt of a letter from F. A. Dudley, Credit Department, General Grocery Company, Portland, stating their claim against Andersen Construction Company for the sum of $415.58, incurred through the furnishing of supplies for use in the construction of the Miller Flat-Agency Section of the Warm Springs Highway, in Jefferson County. This account is long overdue and numerous efforts to collect same have met with no success.

We are sending you this notice since you are the surety furnished by the contractors for the protection of claimants against them, and trust that it will receive your prompt attention.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

HB.

cc - Andersen Construction Company
2808 N.E. 36th Ave., Portland

October 21, 1937

Mr. F. A. Dudley
Credit Department
GENERAL GROCERY COMPANY
45 S. E. Ash Street
Portland, Oregon

Dear Sir:

This acknowledges your letter of October 20 stating your claim against the Anderson Construction Company in the amount of $415.58, for supplies furnished in connection with their contract for the construction of the Miller Flat-Agency Section of the Warm Springs Highway, in Jefferson County. We are today notifying the surety of this claim, and you should do the same if you have not already done so. For additional protection in the collection of your claim, notice should be sent to the Secretary of State, in form substantially as suggested in Chapter 260, Oregon Laws 1931, mimeographed copy of which is enclosed for your guidance.

The surety furnished by the contractor for the protection of claims in this instance is United States Fidelity & Guaranty Company, for whom Walter F. Cline is Resident Agent, with offices in the Board of Trade Building, Portland.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MH.

encl.

GENERAL GROCERY COMPANY INC.
QUALITY SUPREME
Preferred Stock
FOOD PRODUCTS
MANUFACTURING
WHOLESALE GROCERS
IMPORTERS AND
COFFEE ROASTERS
45 S.E. ASH STREET
TELEPHONE, EAST 8141
PORTLAND, OREGON

RECEIVED
OCT 21 1937
OREGON
STATE HIGHWAY COMMISSION

October 20, 1937

Oregon State Highway
Commission
Salem, Oregon

Gentlemen:

The Anderson Construction Company is indebted to us in the sum of $415.58 for supplies furnished on their contract on the Miller Flat-Agency Section of the Warmsprings Highway in Jefferson County. This account is long over due and efforts to collect direct are not successful. We desire, therefore, to file our claim with the State and ask that you send us the necessary forms for that purpose.

Thanking you in advance for your courtesy, we remain

Yours very truly,

F. A. Dudley
Credit Department

FD FK

RECEIVED
OCT 21 1937
FOR FILING
2-C

October 20, 1937

Mr. E. F. King, Manager,
E. I. Du Pont De Nemours & Co.,
1110 Hoge Building,
Seattle, Washington.

Gentlemen:

In response to your inquiry of October 19th you are advised that the information concerning the Andersen Construction Company contract for the grading of the Miller-Flat-Agency Section in Jefferson County is as follows:

Contract No. 1969.

Date of completion: November 30, 1937.

Has not been completed or accepted.

Surety Company is: United States Fidelity & Guaranty Co.

Agent for Surety: Walter F. Cline, Board of Trade Bldg.,
Portland, Oregon.

Amount of contract and bond: $56,849.90.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FORM EX-1[illegible]

DU PONT
REG. U.S. PAT. OFF.
ESTABLISHED 1802

E. I. DU PONT DE NEMOURS & COMPANY
INCORPORATED
1110 HOGE BUILDING
SEATTLE, WASHINGTON

EXPLOSIVES DEPARTMENT

RECEIVED
OCT 20 1937
OREGON
STATE HIGHWAY COMMISSION

Seattle, Washington
October 19, 1937

OREGON STATE HIGHWAY COMMISSION
SALEM,
OREGON

Gentlemen:

ANDERSON CONSTRUCTION COMPANY
2.14 Miles - Miller Flat Agency
Section of Warm Springs Highway,
Jefferson County, Oregon.

Will you kindly give us the following information in connection with the above contract:--

1. Contract number. 1989
2. Date of completion. Nov. 30, 1937
3. Date of acceptance, if completed. —
4. Name of Surety Company. U.S. F & G. Co
5. Agent of Surety Company. du nt.
6. Amount of contract and bond. $56,849.90

Thanking you for the above information shortly, we are

Very truly yours,

E. F. KING, MANAGER

F A Stagler

BY

FAR/aes

#1989

RECEIVED
OCT 20 1937
FOR FILING
2-C

October 18, 1937

REFERRED TO McFarland
SECRETARY

Mr. C. M. Cox
Assistant Cashier
Ladd & Bush Bank
Salem, Oregon

Dear Sir:

This acknowledges your letter of the 18th instant inclosing in duplicate an assignment given by Andersen Construction Company to Ladd & Bush Bank covering estimate Number 4, State Highway Commission Contract Number 1989, for grading the Miller Flat Agency Section of the Warm Springs Highway in Jefferson County. This bears the approval of the United States Fidelity & Guaranty Company and appears to be satisfactory in form.

We shall be pleased to honor this and will mail the warrant covering the estimate to the Ladd & Bush Bank in conformance with the provisions thereof.

Very truly yours,

Secretary

HBG:AM

cc - Carl Smith

Mr. Smith: I am attaching a copy of the assignment for you to attach to the voucher. I have retained the original for filing in the contract.

H.B.G.

LADD & BUSH, BANKERS.
SALEM, OREGON

October 18, 1937

Oregon State Highway Commission,
Salem, Oregon.

Attention Mr. H. B. Glaisyer

Dear Sirs:

We enclose an assignment of claim covering Estimate #4 of the Miller Flat Agency Section of the Warm Springs Highway in Jefferson County, on contract number 1989 signed by the Andersen Construction Company, with the approval of the United States Fidelity and Guaranty Company.

Will you please file this in the proper place and remit the money to us as soon as it is available? We will appreciate your acknowledgment of this assignment.

Yours very truly,

C. M. Cox
Assistant Cashier

CMC T

ACKNOWLEDGED
H. B. GLAISYER

#1989

RECEIVED
OCT 16 1937
FOR FILING
2 - C

October 15, 1937

United States Fidelity & Guaranty Co.
Walter F. Cline, Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

Attached hereto is a copy of a letter that has been filed in the office of the Secretary of State by Croft & Maddox, Redmond, Oregon, advising that their claim against the Andersen Construction Company for services rendered in connection with its contract for the construction of the Warm Springs Highway Project has been paid in full.

This information is given you inasmuch as you appear surety on the bond of the Andersen Construction Company in connection with this contract.

Very truly yours,

Secretary

HBG:AM

cc - Andersen Construction Co.
6026 S. W. Vermont St.
Portland, Oregon

cc - Croft & Maddox
Redmond, Oregon

October 15, 1937

Honorable Earl Snell
Secretary of State
BUILDING

Dear Sir:

I want to thank you for the copy of the letter that you received from Croft & Maddox, Redmond, Oregon, advising that their claim in the amount of $94.50 has been paid. We appreciate very much receiving such information concerning state highway contractors.

Very truly yours,

Secretary

HBG:AM

RECEIVED
[illegible] 15 1937
OREGON
STATE HIGHWAY COMMISSION

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

October 14, 1937

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer

There is enclosed for your information, a copy of a letter from Croft & Maddox advising that their claim for $94.50 against Anderson Construction Company has been paid.

Yours very truly,

Earl Snell
Secretary of State

S:FM
enc. 1

ACKNOWLEDGED
H. B. GLAISYER

H.11

COPY

hone Black 73

CROFT & MADDOX
WELDERS
Blacksmithing, Radiator Service
Redmond, Oregon

Oct. 12, 1937

Secretary of State
Salem, Oregon

Gentlemen:

With reference to our claim in the account of $94.50 on the Warm Springs project. This is to advise that this account has been paid in full and we wish to withdraw our claim.

We also want to state that we regret having filed this claim, as from subsequent developments we are apt to believe our former bookkeeper never presented a bill to the Anderson Construction Co. and for this reason our filing of the claim was in error.

Yours very truly,

G. L. CROFT

LC/WL

RECEIVED
OCT 29 1937
FOR FILING
2-e

October 28, 1937

Hon. Earl Snell
Secretary of State
BUILDING

Dear Sir:

This acknowledges receipt of your letters of October 25, enclosing three copies of each of two notices of claim against Anderson Construction Company, as follows:

1989-2-e

~~#1451~~

By General Grocery Company, Inc., for work on the Miller Flat-Agency Section of the Warm Springs Highway, in the amount of $415.56

~~#1929~~
1951-78-7

By Cottage Grove Foundry Company, for work on the North Roseburg Section of the Pacific Highway, in the amount of $120.00.

We are notifying the contractor and his surety, the U. S. Fidelity & Guaranty Company.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

Baldock

October 14th, 1937

RECEIVED
OCT 25 1937
FOR FILING
2-e

Cost Analysis to October 10th, 1937

Warm Springs Highway, Miller Flat-Agency Section
Contract 1989, Prefix 116-1007

Anderson Construction Co., Contractors
Forrest Cooper, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$ 250.00	100%			$ 250.00
Trench Excavation	15.00	15 Cu. Yd.	1.00	1.50	22.50
Common "	12,315.84	51,316 Cu. Yd.	0.24	0.18	9,236.88
Solid Rock "	56,991.41	84,809 Cu. Yd.	0.67	0.55	46,644.95
Overhaul	4,230.00	211,500 Yd. Sta.	0.02	0.01	2,115.00
Truck Haul	1,500.00	7,500 Yd. Mi.	0.20	0.10	750.00
Rounding Cutbanks	493.20	6,165 Lin. Ft.	0.08	0.10	616.50
18" Corr. Iron Pipe	590.00	236 Lin. Ft.	2.50	2.25	531.00
36" " " " XSTR	1,140.00	152 Lin. Ft.	7.50	7.00	1,064.00
	$77,525.45				$61,230.83

Total Cost	$77,525.45
Gross Revenue	61,230.83
Net Loss	$16,294.62

Net Loss Equals 26% of Gross Revenue

NOTED
State Highway Engineer

Miller Flat-Agency Section

Detail of Cost

Labor:

Supervision	$1,845.13	
Labor	23,592.61	
State Industrial Accident Insurance	1,286.45	
Unemployment Insurance & Social Security	771.87	
		$27,496.06

Materials:

18" Corr. Iron Pipe	236 Lin. Ft.	at 1.50	354.00	
18" " " " Bands	17 each	at 2.25	38.25	
36" " " "	152 lin. ft.	at 5.66	860.32	
36" " " " "	6 each	at 4.42	26.52	
				1,279.09

Equipment Rental, Supplies & Miscellaneous:

Equipment Rental	17,007.00	
Hired Equipment	4,662.03	
Gas, Oil & Grease	6,072.46	
Explosives	13,186.07	
Haulage	912.51	
Small Tools, Repairs & Misc.	3,407.70	
Supplies & Misc. for Drilling & Blasting	760.61	
Lbr. & Supplies for Camp	842.71	
General Overhead	674.59	
Bond 1% of Gross Revenue	612.31	
Home Office 1% of Gross Revenue	612.31	
		48,750.30

Cost Grand Total	$77,525.45

Miller Flat - Agency Section

REMARKS:

This job was bid June 3, 1937. Work was started June 19th, and up to October 10th, was about 90% complete.

The contractor moved in a 1 3/4 cu. yd. Marion diesel shovel, 2-95 H.P. and 1-50 H.P. cats, 2-12 cu. yd. LeTourneau scrapers and 4-5 cu. yd. trucks. The equipment was in excellent condition, and at the beginning the contractor started to open up the job with such speed that one was led to believe that the contract would be completed in record time. This situation soon changed, however, with strikes for payment of due wages taking place, and substitution of old dilapitated trucks, in need of repair, for the ones originally brought on the job. Fair progress was made, however, when the equipment was kept working.

The contractor has used an excessive amount of explosives for the number of cubic yards estimated as solid excavation. He has invoices to show that 54½ tons have been delivered on the job, and this is equal to 1.285 lbs. per cubic yard of solid material. There is some question as to the correct classification of the material on the east end, most of which was originally classified as common excavation. The contractor found it impossible to dig the greater portion of this material with the shovel or loosen it with a rooter and had to resort to drilling and shooting.

The pipe installation was done in a very costly manner.

The contractor has been continually harassed by financial troubles, which tended to keep the employees in a state of uncertainty. Although a very good conditioned shovel was brought on the job, its effectiveness was reduced considerably by old and dilapitated trucks that were broken down a good part of the time. The above short comings coupled with a bid that was fairly cheap made a loss inevitable.

E. H. Clymer
Cost Analyst

By . . Henry Jullum

#1989

RECEIVED
OCT 13 1937
FOR FILING
2-C

October 8, 1937

Honorable Earl Snell
Secretary of State
BUILDING

Dear Sir:

This acknowledges receipt of your letter of October 6 with attached copies of notice of claim which has been filed by Croft & Maddox against the bond taken from Anderson Construction Company in connection with State Highway Commission Contract No. 1989 which was awarded to Anderson Construction Company for construction of the Miller Flat-Agency Section of the Warm Springs Highway in Jefferson County.

In accordance with our usual practice we are today sending copies of this notice to the contractor and the surety.

Very truly yours,

Secretary

HBG:AM

October 8, 1937

United States Fidelity & Guaranty Company
Walter F. Cline, Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

The State Highway Commission has today received a notice from Honorable Earl Snell, Secretary of State, advising of the claim of Croft & Maddox against Anderson Construction Company for services and materials furnished the contractor in connection with the construction of the Miller-Agency Section of the Warm Springs Highway, State Highway Contract No. 1989.

A copy of this claim is inclosed for your information. This is being sent to you inasmuch as you appear as surety on the bond furnished by Anderson Construction Company in connection with this job.

Very truly yours,

Secretary

AH

cc - Anderson Construction Co.
6026 S. W. Vermont St.
Portland, Oregon

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
7 - 1937
OREGON
STATE HIGHWAY COMMISSION

October 6, 1937

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed three copies of a notice of claim by Croft & Maddox for $94.50 against the bond taken from Anderson Construction Company, principal, and U. S. Fidelity & Guaranty Company, surety, for work on the Miller Flat-Agency Section of the Warm Springs Highway, which was received from Cunning & Brewster, Attorneys, Redmond, Oregon, and filed in this office today.

1989

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell

Secretary of State

S:FM
encs. 3

COPY

TO THE STATE OF OREGON

NOTICE IS HEREBY GIVEN, That the undersigned, Croft & Maddox, Welders at Redmond, Oregon, has a claim for welding and material furnished the Anderson Construction Company on July 7th, 1937 in the amount of $57.90 and certain other welding and material furnished to the Anderson Construction Company on August 5th, 1937 in the amount of $36.60, both aggregating the sum of $94.50 when added together, against the bond taken from United States Fidelity & Guaranty Company, for whom Walter F. Clincis Agent, with offices in the Board of Trade Building in Portland, Oregon, for the work of said Anderson Construction Company in the grading of the Miller Flat-Agency Section of the Warm Springs Highway in Jefferson County, Oregon.

CROFT & MADDOX, Welders

By G. L. Croft

STATE OF OREGON)
: ss
County of Deschutes)

I, G. L. Croft, being first duly sworn, depose and say that I am the Redmond Manager of Croft & Maddox, Welders, that I have read over the foregoing notice, signed the same, and it is true as I verily believe.

G. L. CROFT

Subscribed and sworn to before me this 5 day of October, 1937.

(SEAL)

Virgil [illegible]
Notary Public for Oregon
My Commission expires Nov. [illegible], 1939

Endorsed: File No. [illegible]
Filed October 6, 1937
Earl Snell,
Secretary of State

#1989

RECEIVED
OCT 13 1937
FOR FILING

Honorable Earl Snell
Secretary of State
BUILDING

Dear Sir:

This acknowledges receipt of your letter of October 6 with attached copies of notice of claim which has been filed by the Bend Auto Parts, Inc., against the bond taken from Anderson Construction Company in connection with State Highway Commission Contract No. 1989 which was awarded to the Anderson Construction Company for construction of the Miller Flat-Agency Section of the Warm Springs Highway in Jefferson County.

In accordance with our usual practice we are today sending copies of this notice to the contractor and the surety.

Very truly yours,

Secretary

AM

October 8, 1937

United States Fidelity & Guaranty Co.
Walter F. Cline, Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

The State Highway Commission has today received a notice from Honorable Earl Snell, Secretary of State, adviding of a claim of the Bend Auto Parts, Inc., against Andersen Construction Company in the amount of $24.75 in connection with the construction of the Miller Flat-Agency Section of the Warm Springs Highway in Jefferson County, State Highway Commission Contract No. 1989.

A copy of this claim is inclosed for your information. This is being sent to you inasmuch as you appear as surety onthe bond furnished by the contractor in connection with this job.

Very truly yours,

Secretary

AN

cc - Andersen Construction Co.
6026 S. W. Vermont St.
Portland, Oregon

COPY

BEND AUTO PARTS, INC.
125 Oregon Avenue
Bend, Oregon

October 5, 1937

To the Secretary of State, Salem, Oregon

Notice hereby is given that the undersigned the Bend Auto Parts, Inc. has a claim for miscellaneous items in the sum of twenty-four dollars and seventy-five cents ($24.75) against the bond taken from United States Fidelity & Guaranty Company for the work on the Miller-Agency Section of the Warm Springs Highway in Jefferson County, state highway contract No. 1989.

Bend Auto Parts, Inc.

By A. O. Schilling

President

Endorsed: File No. 2698
Filed Oct. 6, 1937
EARL SNELL
Secretary of State

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
[illegible] 7 - 1937
OREGON
STATE HIGHWAY COMMISSION

October 6, 1937

[illegible]
[illegible]
[illegible]

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files three copies of a notice of claim by Bend Auto Parts, Inc. for $24.75 against the bond taken from U. S. Fidelity & Guaranty Company for work on the Miller-Agency Section of the Warm Springs Highway, contract No. 1989, which was received and filed in this office today.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell

Secretary of State

S:FM
encs. 3

RECEIVED
OCT 1 1937
FOR FILING
2-C

September 30, 1937

R. W. Schmeer Company
411 Wilcox Building
Portland, Oregon

Gentlemen:

Reply is made to your letter of the 16th instant relative to the proposed assignment by Andersen Construction Company of moneys due them from the State Highway Commission for work performed under its contract 1989 for the construction of the Miller Flat-Agency Section of the Warm Springs Highway in Jefferson County.

The State Highway Commission will honor assignment if presented in proper form for all moneys earned under the contract or for amounts earned under any particular estimate provided the assignment is accompanied by the written consent of the surety on the bond furnished by the contractor in connection with the project on which funds are being assigned. The assignment is subject only to prior rights of the state and to prior rights of labor and material men.

I am inclosing for your further information several copies of form of "Assignment of Claim" that meets with the approval of the State Highway Commission and the Secretary of State.

Very truly yours,

Secretary

HBG:AM

incl.

RECEIVED

7-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

J. W. DeSOUZA
ASSISTANT ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

September 28, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. B. Glaisyer,
Office.

Dear Sir:

I am returning the letter written to you by R. W. Schmeer Company relative to a proposed assignment of moneys earned by Anderson Bros. Construction Co. in connection with their contract on the Miller Flat-Agency section of the Warm Springs Highway in Jefferson County.

I think your answer to the request can best be made by inclosing a copy of our form of assignment, such as is attached, and call to the Company's attention that any assignment made of moneys earned under the contract will be, as stated in the assignment, subject to the prior rights of the State and subject to the prior rights of labor and material men, and should also have the written approval of the surety company.

Yours very truly,

JM Devers
J. M. DEVERS

JMD:PW
Inc.

R. W. SCHMEER CO.
LOANS INVESTMENTS
GENERAL INSURANCE
BROADWAY 1315
411 WILCOX BUILDING
PORTLAND, OREGON

RECEIVED
SEP 18 1937
OREGON
STATE HIGHWAY COMMISSION

September 16, 1937

Mr. H. B. Glaisyer, Secretary,
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

Anderson Bros. Construction Co., contractors on the Miller Flat Agency section of the Warm Springs highway in Jefferson County, Oregon - Contract 1989 - inform us that they will have an estimate of approximately $17,000 for work done during the current month, and they are desirous of assigning the amount due on their estimate, properly approved by your engineer, as collateral to secure monies sufficient to take care of their payroll, materials, etc.

If we or a bank should take such an assignment would it be subject to any offsets of any kind? In other words, to make it more clear, if a contracting firm would fail during the progress of the work, and after they had made an assignment of the amounts due them on approved estimates for work done, to a third party, for monies advanced, said monies to be used for payroll purposes and material purchases, if liens were filed against the job after the assignment of such amounts due them on approved estimates, would the payment of the amount assigned to the third party be held up pending the release of such liens, it being understood, of course, that the bonding company would consent to the assignment?

A prompt reply would be very much appreciated.

Very truly yours,

R. W. SCHMEER CO.

BY: R. W. Schmeer.

RWS:IB

REFERRED TO
Mr [illegible]
BY SECRETARY

Will you please prepare answer?
Thanks
HBG

R. W. SCHMEER Co.
LOANS INVESTMENTS
GENERAL INSURANCE
BROADWAY 1215
411 WILCOX BUILDING
PORTLAND, OREGON

RECEIVED
SEP 30 1937
OREGON
STATE HIGHWAY COMMISSION

September 29, 1937

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

We thank you for your letter of September 28th and enclose a copy of our letter of September 16th, which failed to reach you.

We also enclose a stamped, addressed envelope to facilitate a prompt reply.

Thank you for your cooperation in this matter.

Yours very truly,

R. W. SCHMEER CO.
By R. W. Schmeer

RWS H
Encl.

COPY

September 16, 1937

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

Anderson Brothers Construction Co., contractors on the Miller Flat Agency section of the Warm Springs highway in Jefferson County, Oregon - Contract 1989 - inform us that they will have an estimate of approximately $17,000.00 for work done during the current month, and they are desirous of assigning the amount due on their estimate, properly approved by your engineer, as collateral to secure monies sufficient to take care of their payroll, materials, etc.

If we, or a bank, should take such an assignment would it be subject to any offsets of any kind? In other words, to make it more clear, if a contracting firm would fail during the progress of the work, and after they had made an assignment of the amounts due them on approved estimates for work done to a third party for monies advanced, said monies to be used for payroll purposes and material purchases, if liens were filed against the job after the assignment of such amounts due them on approved estimates, would the payment of the amount assigned to the third party be held up pending the release of such liens, it being understood, of course, that the bonding company would consent to the assignment?

A prompt reply would be very much appreciated.

Very truly yours,

R. W. SCHMEER CO.

By R.W. Schmeer.

RWS IB

RECEIVED
SEP 28 1937
FOR FILING
Coast

September 28, 1937

R. W. Schmeer Company
411 Wilcox Building
Portland, Oregon

Gentlemen:

This acknowledges receipt of your letter of September 25, 1937, requesting a reply to your letter of September 16 regarding assignment of amounts due on approved estimates for work done by contractors for the Oregon State Highway Commission.

To date we have not received the letter mentioned but if you will send us a copy of it we will be glad to give you the information you desire.

Very truly yours,

Secretary

HBG:AM

#1480

R. W. SCHMEER CO.
LOANS INVESTMENTS
GENERAL INSURANCE
BROADWAY 1215
411 WILCOX BUILDING
PORTLAND, OREGON

RECEIVED
SEP 27 1937
OREGON
STATE HIGHWAY COMMISSION

September 25, 1937

Mr. H. B. Glaisyer, Secretary,
Oregon State Highway Commission,
Salem, Oregon.

Dear Mr. Glaisyer:

May we have a reply to our letter of September 16th regarding assignment of amounts due on approved estimates for work done by contractors for the Oregon State Highway Commission?

We requested a prompt reply, but up to the present time we have received none. If you will kindly furnish us with the information asked for it will be very much appreciated by

Very truly yours,

R. W. SCHMEER CO.

BY: R. W. Schmeer

RWS:IB

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

MBL

#1989

RECEIVED SEP 1937 FOR FILING

2-e

September 28, 1937

CUNNING & BREWSTER
Attorneys
Redmond, Oregon

Gentlemen:

This acknowledges receipt of your letter of September 25, in which you present the claim of Croft & Maddox against the Andersen Construction Company for labor and materials furnished in connection with their performance of their contract with the State Highway Commission for the grading of the Miller Flat-Agency Section of the Warm Springs Highway, in Jefferson County. We are today notifying the contractors and the surety on their bond of this claim, and you should do the same. For double protection, in case you do not secure satisfaction through the surety, notify the Secretary of State of your claim in form substantially as given in the enclosed mimeographed copy of Chapter 260, Oregon Laws 1931.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

September 28, 1937

U. S. FIDELITY & GUARANTY COMPANY
Walter F. Cline, Resident Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

We are in receipt of a letter from Canning & Brewster, Attorneys, Redmond, Oregon, presenting the claim of Croft & Maddox against Andersen Construction Company, in the amount of $94.50, for labor and materials furnished by them to said contractors in connection with State Highway Contract No. 1989 for the grading of the Miller Flat-Agency Section of the Warm Springs Highway, in Jefferson County.

We are notifying you, as surety on the contractor's bond, of this claim, and hope that you will give it your prompt attention.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

cc - Andersen Construction Company
2803 N. E. 36th Avenue
Portland, Oregon

Max A. Cunning
Geo. H. Brewster

RECEIVED
SEP 27 1937
OREGON
STATE HIGHWAY COMMISSION

LAW OFFICES OF
CUNNING & BREWSTER
REDMOND, OREGON

September 25, 1937.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen;

In the matter of the State job at Warm Springs it is understood that the Bondsmen for Anderson Construction Company have taken over the completion of the job.

Croft & Maddox of this City have an account against Anderson Construction Company for labor and materials furnished in connection with this project and have been advised to file with you statement of their claim, a statement of which is enclosed herewith.

It may be that the enclosed statement is not in the desired form or that you will wish it verified. If so please return the same with instructions.

Very truly yours,

CUNNING & BREWSTER

By Max A Cunning

Enc.

#1989

CROFT AND MADDOX
K. OF P. BUILDING
REDMOND, OREGON

Anderson Construction
Warm Springs, Oregon

			CREDIT	DEBIT	BALANCE
July	7-37	Trip to Warm Springs Job - 1		57.90	
August	5-37	Welding at Camp. Job - 2		36.60	
			Balance		94.50

---

curred against the project.
& Guaranty Company for
the Board of Trade Building, Portland.

Contrary to Mr. Bell's statement to you, the State Highway Commission is not holding $25,000 to guarantee the bills of the Anderson Construction Company. The only protection that the Commission offers claimants in connection with any state highway contract is the bond furnished by the contractor. The $25,000 mentioned by Mr. Bell, I believe, refers to the deposit that the bonding company is required to place with the State Insurance Commission as a guarantee when the company was authorised to do business in the State of Oregon. It is my understanding that this deposit is made available to creditors in the event the bonding company goes out of business. I would suggest that you inquire in the offices of the State Insurance Commissioner for details regarding this deposit.

No doubt you are familiar with the statutes regarding the filing of claims against contractors on state highway work so I will not advise you in regard thereto except to mention the name of the statute which is Chapter 280, Laws of Oregon for 1931.

Very truly yours,

Secretary

[illegible]

#1989

DIATOR SERVICE USED PARTS

JOB No. 1

CROFT & MADDOX

ACETYLENE **WELDERS** ELECTRIC

BUSINESS PHONE 23-W

933 HARRIMAN

RESIDENCE PHONE 545-J

DATE

NAME

ADDRESS

KIND OF WORK

LABOR			
GAS			
ROD			
MATERIAL			

---

ur letter of the 24th
nst the Anderson Con-
30, representing work
tate Highway Commission

ighway contract No. 1989
t of the Warm Springs
is project the contractor
ction of labor and mater-
urred against the project.
& Guaranty Company for
whom Walter F. Cline is local agent with offices in the Board of Trade Building, Portland.

Contrary to Mr. Bell's statement to you, the State Highway Commission is not holding $25,000 to guarantee the bills of the Anderson Construction Company. The only protection that the Commission offers claimants in connection with any state highway contract is the bond furnished by the contractor. The $25,000 mentioned by Mr. Bell, I believe, refers to the deposit that the bonding company is required to place with the State Insurance Commission as a guarantee when the company was authorized to do business in the State of Oregon. It is my understanding that this deposit is made available to creditors in the event the bonding company goes out of business. I would suggest that you inquire in the offices of the State Insurance Commissioner for details regarding this deposit.

No doubt you are familiar with the statutes regarding the filing of claims against contractors on state highway work so I will not advise you in regard thereto except to mention the name of the statute which is Chapter 280, Laws of Oregon for 1931.

Very truly yours,

Secretary

HBG:AM

#1989

ATOR SERVICE USED PARTS

Job No. 2

CROFT & MADDOX

ACETYLENE **WELDERS** ELECTRIC

BUSINESS PHONE 23-W
933 HARRIMAN
RESIDENCE PHONE 545-J

DATE [illegible]

NAME [illegible]

ADDRESS

KIND OF WORK [illegible]

LABOR	[illegible]		
	[illegible]		6
GAS			
ROD			
MATERIAL			
		36	60

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our letter of the 24th
nst the Andersen Con-
90, representing work
tate Highway Commission

ighway contract No. 1989
of the Warm Springs
is project the contractor
ction of labor and mater-
urred against the project.
written by the United States Fidelity & Guaranty Company for
whom Walter F. Cline is local agent with offices in the Board of Trade Building, Portland.

Contrary to Mr. Bell's statement to you, the State Highway Commission is not holding $25,000 to guarantee the bills of the Andersen Construction Company. The only protection that the Commission offers claimants in connection with any state highway contract is the bond furnished by the contractor. The $25,000 mentioned by Mr. Bell, I believe, refers to the deposit that the bonding company is required to place with the State Insurance Commission as a guarantee when the company was authorized to do business in the State of Oregon. It is my understanding that this deposit is made available to creditors in the event the bonding company goes out of business. I would suggest that you inquire in the offices of the State Insurance Commissioner for details regarding this deposit.

No doubt you are familiar with the statutes regarding the filing of claims against contractors on state highway work so I will not advise you in regard thereto except to mention the name of the statute which is Chapter 280, Laws of Oregon for 1931.

Very truly yours,

Secretary

HBG:AM

#1989

RECEIVED
SEP 2[illegible] 1937
FOR FILING

2-

September 25, 1937

Childers & Finsley
Attorneys at Law
The Dalles, Oregon

Gentlemen:

Acknowledgment is made of the receipt of your letter of the 24th instant in regard to the claim of Glen R. Bell against the Andersen Construction Company, same being in the amount of $69.30, representing work performed by the company on its contract with the State Highway Commission on what you call the Bear Springs Cut-Off Highway.

The contract to which you refer is state highway contract No. 1989 and is for grading on the Miller Flat-Agency Section of the Warm Springs Highway in Jefferson County. In connection with this project the contractor was required to furnish a surety bond for the protection of labor and material claims and all just debts, dues and demands incurred against the project. This bond was written by the United States Fidelity & Guaranty Company for whom Walter F. Cline is local agent with offices in the Board of Trade Building, Portland.

Contrary to Mr. Bell's statement to you, the State Highway Commission is not holding $25,000 to guarantee the bills of the Andersen Construction Company. The only protection that the Commission offers claimants in connection with any state highway contract is the bond furnished by the contractor. The $25,000 mentioned by Mr. Bell, I believe, refers to the deposit that the bonding company is required to place with the State Insurance Commission as a guarantee when the company was authorized to do business in the State of Oregon. It is my understanding that this deposit is made available to creditors in the event the bonding company goes out of business. I would suggest that you inquire in the offices of the State Insurance Commissioner for details regarding this deposit.

No doubt you are familiar with the statutes regarding the filing of claims against contractors on state highway work so I will not advise you in regard thereto except to mention the name of the statute which is Chapter 280, Laws of Oregon for 1931.

Very truly yours,

HBG:AM

Secretary

UL W. CHILDERS

FRED FINSLEY

CHILDERS & FINSLEY
ATTORNEYS AT LAW
VOGT BUILDING
THE DALLES, OREGON

RECEIVED
SEP 25 1937
STATE HIGHWAY COMMISSION

September 24, 1937

State Highway Engineer
Salem, Oregon

Dear Sir:

Re: Glen R. Bell vs Anderson Construction Company at Bear Springs

Glen R. Bell has handed me an account against the above construction company amounting to $69.30. This claim is for work performed for the Anderson Construction Company on the Bear Springs cut-off highway leading to the Bend country.

Mr. Bell tells me that there is $25,000.00 held by the State Highway Commission to guarantee the bills of this company and that there is also a bond running in favor of the highway commission to guarantee loss by all parties interested.

Trusting you will let me know what the facts are in regard to this matter, I am

Very truly yours,

CHILDERS & FINSLEY

By Paul W. Childers.

PWC:C

ANSWERED
H. B. G.

#1989

RECEIVED
SEP 28 1937
FOR FILING
2-e

September 24, 1937

Bend Auto Parts, Inc.
125 Oregon Avenue
Bend, Oregon

Gentlemen:

Reply is made to your inquiry of the 23rd instant in regard to your claim for materials sold the Andersen Construction Company in connection with their contract for grading on the Miller Flat-Agency Section of the Warm Springs Highway in Jefferson County, state highway contract No. 1989.

In connection with this project the contractor was required to furnish a surety bond for the protection of labor and material claims and all just debts, dues and demands incurred against the project. We offer this bond to you for the protection of your claim. It was written by the United States Fidelity & Guaranty Company for whom Mr. Walter F. Cline is local agent with offices in the Board of Trade Building, Portland. In order to hold the bond responsible and liable for claims subsequent to a period of six months from the date of completion of the project and acceptance thereof by the Highway Commission it will be necessary for you to file notice of your claim with the Secretary of State in accordance with the provisions of Chapter 280, Laws of Oregon for 1931, a mimeographed copy of which is inclosed.

Very truly yours,

Secretary

HBG:MM
incl.

BEND AUTO PARTS, Inc.
Automobile Replacement Parts, U. S. Tires, Willard Batteries
125 Oregon Avenue
BEND, OREGON

A. O. SCHILLING
President

PAUL F. HAMPSON
Secretary & Treasurer

RECEIVED
[illegible] 24 1937
OREGON
STATE HIGHWAY COMMISSION

September 23, 1937

Oregon State Highway Department
Salem, Oregon

Gentlemen:

We have sold material for use in construction work on the contract by the Anderson Brothers Construction Company near Madras, Oregon.

They do not seem to make payment of their account, and we would like to have information as to where we should file our claim so that it may be taken care of before their bondsman are released.

Yours very truly,

BEND AUTO PARTS, INC.

By AO Schilling

AOS:LMR

ANSWERED
H. B. G.

RECEIVED
SEP 24 1937
FOR FILING

2-e

September 22, 1937

Ladd & Bush Bank
State and Commercial Streets
Salem, Oregon

Attention: Chester A. Cox

Gentlemen:

This is to acknowledge receipt of two copies of the assignment of claim given by Andersen Construction Company to Ladd & Bush Bank, Salem, Oregon, by the assignment of estimate No. 3 of Andersen Construction Company's contract for the construction of the Miller Flat-Agency Section of the Warm Springs Highway in Jefferson County, state highway contract No. 1989. We shall be pleased to honor this assignment.

Very truly yours,

Secretary

HBG:AM

cc - Mr. Carl Smith
cc - Andersen Construction Co.

Mr. Smith: I am handing you herewith a copy of the assignment to attach to the voucher.

H.B.G.

#1989

RECEIVED
SEP 24 1937
FOR FILING
9-e

September 21, 1937

See Mercantile Company

Warm Springs, Oregon

Attention: C. F. See

Gentlemen:

This acknowledges your letter of the 20th instant regarding your account against Andersen Construction Company amounting to $69.43. I do not believe you have cause to fear that the Andersen Construction Company will not pay the checks that you hold.

Mr. Andersen is in Salem today arranging for the financing of the completion of this job.

I would suggest that you contact him as soon as he returns to Madras and present the checks. If he does not pay them within a reasonable length of time you then of course have recourse to legal procedure in which event I would suggest that you turn the checks over to your attorney for collection.

Very truly yours,

HBG:AM

Secretary

SEE MERCANTILE
COMPANY - ~~[illegible]~~

SMC

WARM SPRINGS TRADING POST
GENERAL MERCHANDISE
WARM SPRINGS, OREGON

RECEIVED
1 1937
STATE HIGHWAY COMMISSION

Sept. 20, 1937.

State Highway Comm.
Salem, Oreg.
Gentlemen:

Would like to know if I am correct in my understanding that a percentage of the money for road contracts is withheld for a period of time following completion of contracts to assure payment of all bills incurred by contractors.

We are at the present time holding checks in the amount of $69.43 issued by the Andersen Construction Co. engaged in highway work at Warm Springs. At present we see no possibility of these checks being made good and understand they have their contract nearly finished.

Would appreciate your advice at your earliest convenience

Very truly yours,
C. F. See
See Mercantile Co.

ANSWERED
H. B. G.

Encls.

Fon

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
SEP 21 1937
OREGON
STATE HIGHWAY COMMISSION

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon FLH 2-C
Miller Flat section,
Warm Springs Highway

September 20, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

Encls.

Tom

Aypr 31717

Form P. R. 2

State ....Oregon..........

Project No. ..FLH 2-C..........

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

6—[illegible]

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 29th day of July, 1937

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; including particularly the amendatory Act of June 24, 1930 (46 Stat. 805)

Whereas the Highway Department of said State submitted on the 18th day of February, 1931, a project statement, which was approved by the Secretary on the 20th day of March, 1931, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section C of said project which were recommended for approval by the United States District Engineer on the 17th day of May, 1937; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of fifty-nine thousand, nine hundred forty-eight and 00/100 dollars ($59,948.00) as the share of the United States payable under said act on account of Section C of said project, which is ~~does not exceed the authorized Federal pro rata share of~~ the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—6618

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State (Include date and citation of act of legislature by which authorized)

(b) From other sources $59,948.00 from funds authorized to be appropriated for the fiscal year 1938, by the Act of June 16, 1936 (Public No. 686, 74th Congress). (State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 1323+50 in the NE 1/4 of the NW 1/4, Sec. 17, T. 9 S., R. 12 E., and survey station 1436+55, in the NW 1/4, Sec. 22, T. 9 S., R. 12 E., W. M., the northerly end of Sec. B of said project.

, length 2.141 miles, in Jefferson County, being Section C of Oregon project No. FLH 2, consisting of 2.141 miles of roadway and no bridges~~, each of more than 20 feet clear span,~~ ~~of a mile in length.~~

8—5518

RECEIVED
SEP 18 1937
DISTRICT 1

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

8—5518

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section 6 of said project shall not in any event exceed the sum of fifty-nine thousand, nine hundred forty-eight and 00/100 dollars ($59,948.00), certified to the Secretary of the Treasury as above mentioned, which ~~does not exceed the authorized Federal pro rata share of~~ is ~~dollars ($)~~, the approved total estimated cost of Section 6 of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, laws 1927; Chap. 248, laws 1931 (Include reference to statute authorizing funds and probable amount annually available)

RECEIVED
SEP 18 1937
DISTRICT 1

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 21st day of August, 1937

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F Cabell

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By F L Toulalle

Member, State Highway Commission
(Title of officer)

By ____________________

____
(Title of officer)

By ____________________

____
(Title of officer)

SECRETARY OF AGRICULTURE,

By H J O'Leary
Acting Chief, Bureau of Public Roads.

8—5518

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(*Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.*)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. FLH 2-C, State of Oregon

Second. That in accordance with said provisions I have approved the sum of $59,948.00 as the total estimated cost of said project, and the sum of $ 59,948.00 as the share of the United States, payable under said acts on account of such project, which ~~does not exceed the authorized Federal~~ is p~~ro rata share of~~ said total estimated cost.

Done at the city of Washington, this 21st day of August one thousand nine hundred and thirty-seven

Secretary of Agriculture,

By W. J. O'Leary
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 8—4639

FORM 9-S-1 3M 6-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
SEP 18 1937
OREGON
STATE HIGHWAY COMMISSION

2-c

September 15th
1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

Herewith enclosed is an order for State Force Work on contract project, Prefix #06-1007, Miller Flat-Agency section of the Warm Springs Highway in Jefferson County covering the construction of 1400 rods of right of way fence at an estimated cost of $1300.00.

It is understood that this work is part of the right of way consideration entered into between the Department and the Warm Springs Indian Service.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f
cc-Mr. R. H. Baldock ✓
Encl.

NOTED
State Highway Engineer

FORM 8-A-1 5M 8-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
SEPT [illegible] 1937
FOR FILING

1 - C

September 15th, 1937

IN REPLY PLEASE REFER TO FILE NO.

Mr. Forrest Cooper
Resident Engineer
State Highway Dept.
Madras, Oregon

NOTED
State Highway Engineer

Dear Sir:

In reply to your letter of September 10th, regarding the working hours of foremen on the Miller Flat-Agency Section of the Warm Springs Highway, Anderson Construction Company, contractors.

Our contract specifies that only laborers are restricted as to hours of employment, and State laws state that foremen, watchmen and timekeepers paid on a monthly rate are not restricted as to hours of employment on public works projects.

It has previously been ruled by the Labor Commission that a foreman is one who does not perform actual labor on the job other than occasional labor required to instruct employees working under his direction and that a foreman has full charge of his crew with the power to discharge men whom he considers unqualified to perform the work required.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

H. G. Smith
Construction Engineer

By Ray Webber
Ray Webber
Labor Regulations Engineer

RW:AR

cc to: R. H. Baldock ✓
W. E. Chandler

RECEIVED
SEP 7 1937
FOR FILING
2-C

September 3rd, 1937

Mr. Walter Cline, Agent
U. S. Fidelity & Guaranty Co.
Board of Trade Bldg.
Portland, Oregon

Dear Sir:

Reference is made to the contract of the Anderson Construction Company on the Miller Flat-Agency Section, Federal Lands Highway Project 2-C.

The Special Provisions on this contract state that the wages of all labor shall be paid in legal tender of the United States or negotiable bank check weekly, and the General Specifications provide that payments for both material and labor shall be made promptly. It has repeatedly come to our attention that prompt payments have not been made even for the labor and that material claims are greatly in arrears on this job.

Out contracts are specific in this respect, and we cannot countenance the deferring of payroll payments pending receipt of estimates or for other reasons. We mentioned this verbally to your representatives before, and unless immediate steps are taken which will enable the Anderson Construction Company to carry on the financial aspects of this job in accordance with the contract, we will be compelled to call upon the U. S. Fidelity and Guaranty, as surety, for the fulfillment of the contract.

Very truly yours,

State Highway Engineer

R

RECEIVED
SEP 4 1937
FOR FILING
2-e

Sept. 3, 1937

Shell Oil Company,
1220 S. W. Morrison Street
Portland, Oregon

Attention: Frank J. Hurner,
Div. Credit Mgr.

Gentlemen:

Reply is made to your letter of August 27 regarding the Andersen Construction Company and their contract with the State Highway Commission on the Warm Springs Highway near Madras.

The records reveal that this job was approximately 58% complete on August 10, which is the date of the last estimate. The completion date is November 30, 1937, and indications are that if they continue at the same rate of progress as they have up to the present time the job will be completed within the specified time limit.

The company has made no assignment of funds to date except that they have asked us to mail warrants to the bank at Madras. This is not a formal assignment however and is simply instruction for the delivery of warrants.

Yours very truly,

HBG:MC

Secretary

RECEIVED
SEP 4 1937
FOR FILING
2-e

Sept. 3, 1937

Shell Oil Company,
1220 S. W. Morrison Street
Portland, Oregon

Attention: Frank J. Harner,
Div. Credit Mgr.

Gentlemen:

Reply is made to your letter of August 27 regarding the Andersen Construction Company and their contrast with the State Highway Commission on the Warm Springs Highway near Madras.

The records reveal that this job was approximately 58% complete on August 10, which is the date of the last estimate. The completion date is November 30, 1937, and indications are that if they continue at the same rate of progress as they have up to the present time the job will be completed within the specified time limit.

The company has made no assignment of funds to date except that they have asked us to mail warrants to the bank at Madras. This is not a formal assignment however and is simply instruction for the delivery of warrants.

Yours very truly,

Secretary

HBG:MC

Aug, 28, 1937

H. B. G.

Re the Andesen Construction Co. Cont. #1989 - Miller Flat-Agency Section in Jefferson County: The total amount paid to Aug, 10th is $33,146.60 - Retained percentage is $4,263.74 and the total paid to date is $28,882.86. This job was approximately 58% complete on Aug, 10th.

The completion date is Nov, 30, 1937 and if they can keep going the job will be completed. However, they owe many bills and I am unable to say whether or not the job would be called satisfactory. We have no assignments on file for this job, however, the last warrant was mailed to the bank at Madras.

J. McFarland.

P. S. For your information they owe the Du Pont powder Co. $14,000 on this job and the one at Roseburg which has been completed. Have not paid anything on their powder bill for over one year. This claim has not yet been filed.

---

during the present month.

We question if satisfactory progress is being made by this contractor in the prosecution of the work and would, therefore, appreciate a progress report from you stating approximate percentage of work completed and the amount paid to the contractor. We also understand that various assignments of estimates have been given and are wondering what is the period covered by these assignments; in other words, how long will estimates be paid to the assignee rather than to the customer.

It is our desire to cooperate with you in this matter in any way possible and if we can furnish you further assistance, kindly let us know. In the meantime, if any change in the method of handling this contract is made, we will certainly appreciate advice from you.

Yours very truly,

SHELL OIL COMPANY

FRANK J. HURNER
Division Credit Manager

RER:ET

ANSWERED
H. B. G.

SHELL OIL COMPANY
1220 S.W. MORRISON STREET
PORTLAND, OREGON
TELEPHONE ATWATER 7321

RECEIVED
[illegible] 1937
[illegible]
STATE HIGHWAY COMMISSION

August 27, 1937

State of Oregon
Highway Department
Salem, Oregon

Attention: Mr. Glaisyer

Gentlemen:

Anderson Construction Company owes us approximately $4,000.00 on Oregon State Contract No. 1989, near Madras. $2,728.00 of this amount is for June and July purchases, the balance representing approximate charges incurred during the present month.

We question if satisfactory progress is being made by this contractor in the prosecution of the work and would, therefore, appreciate a progress report from you stating approximate percentage of work completed and the amount paid to the contractor. We also understand that various assignments of estimates have been given and are wondering what is the period covered by these assignments; in other words, how long will estimates be paid to the assignee rather than to the customer.

It is our desire to cooperate with you in this matter in any way possible and if we can furnish you further assistance, kindly let us know. In the meantime, if any change in the method of handling this contract is made, we will certainly appreciate advice from you.

Yours very truly,

SHELL OIL COMPANY

FRANK J. HURNER
Division Credit Manager

RER:ET

ANSWERED
H. B. G.

S M[illegible]RANDUM

In addition to the amount outstanding on the Madras job, Anderson Construction Company owes us approximately $1600.00 on a bureau job near Stevenson, Washington, and approximately $325.00 on the Roseburg job, No. 1951; also, approximately $1,000.00 is outstanding on another account.

---

t 31, 1937

t 28th you are
te due Andersen
contract No. 1989,
y, is $17,566.05.
ready to mail

are enclosing herewith

urs,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

cc to Carl F. Smith.

RECEIVED
SEP 2 1937
FOR FILING
2-e

August 31, 1937

Mr. Walter F. Cline,
615 Board of Trade Building,
Portland, Oregon.

Dear Sir:

In response to your inquiry of August 28th you are advised that the amount of the current estimate due Andersen Construction Company in connection with ~~their~~ contract No. 1909, Miller Flat-Agency Section in Jefferson County, is $17,566.06. The warrant covering this payment will not be ready to mail until about the latter part of next week.

In accordance with your request we are enclosing herewith five of our assignment forms.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

cc to Carl F. Smith.

TELEPHONES: OFFICE AT 9508
HOME BE 7294

WALTER F. CLINE, AGENT
615 BOARD OF TRADE BLDG.
PORTLAND, OREGON

30 1937
COMMISSION

August 28, 1937.

Oregon State Highway Commission,
Salem, Oregon.
Attention Mr. H. B. Glaisyer Sec.

Dear Mr. Glaisyer: Re: Andersen Construction Co.

Please adivse me the amount payable to the above contractor on the current estimate for work done on the Warm Springs project on which they are now working and the probable date of this payment; also please send me five of your "Assignment of Claim " blanks. Thahking you I am

Very truly yours
Walter F. Cline.
Walter F. Cline.

REFERRED TO
BY SECRETARY

FORM 8-A-1 9M 8-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

August 30th, 1937

Mr. H. G. Smith
Construction Engineer
Office

Dear Sir:

Attached hereto you will find a statement prepared by myself of the financial outlook of the Anderson Construction Company, now grading on the Warm Springs Highway, Contract #1969, job prefix #116-1007.

The small items mentioned are obtained in most cases from claims filed in our offices. The information regarding the powder bill, I obtained from Mr. Gordan of the DuPont Powder Co., and the information regarding the Shell Oil account, I obtained from Mr. R. E. Rumery. These two men report that their representatives have not received any payment for materials furnished since the first of this year. I find that this is also substantially true in regard to their local accounts at Madras.

The Anderson Construction Company has had considerable trouble making proper payment for labor, to the extent that on one occasion the workmen held a strike because they had not received their wages. Also, on August 20th, Mr. Cooper, who is the resident engineer on the Warm Springs job, informed me that at that time there were $5,700.00 in checks made out to laborers etc., same being held because there were no funds in the bank to cover them.

The Shell Oil Co. and the powder company explain that they expect the contractors' bond to cover their account and do not seem particularly alarmed, even though these concerns report that they have not received any substantial payment on their accounts since the first of the year.

Analysis of the apparent standing of the Anderson Construction Company shows that the Roseburg job, Contract #1951, prefix #1-1015, is in the red about $2,300.00, and based on the August estimate of the Warm Springs Highway, which is assigned to the Bank at Madras for a loan which I understand amounts to about $6,000.00, there is left roughly about $11,500.00 with which to make at least a partial payment for gas, oil and powder. Also, approximately $5,000.00 for equipment purchase or rental and a payroll of about $2,000.00 per week until receipt of the September estimate.

NOTED
State Highway Engineer

H. B. GLAIS
F. L. TOU VELLE, JACK
E. B. ALDRICH, PENDLETON
HENRY F. CABELL, CHAIRMAN, PO
COMMISSIONERS

A point of mention might be made that I am at a loss to explain where the payments for work completed are used, inasmuch as payments do not seem to have been made properly for materials and supplies and labor on any work performed in the past ten months by this contractor.

Considerable reference is made by all parties to probable funds to be received by the Anderson Construction Co. for work performed by them under contract with the Bureau of Public Roads near Stephenson, Wash. I am informed by the Bureau that the final estimate on this job, amounting to $3,039.23, is being held for payment of claims amounting to more than the estimate.

On Monday, August 23rd, I called on Walter Cline and talked to him of the Anderson Construction Co. Mr. Cline informed me that their attorney would arrange to straighten out matters with the contractor on the 24th or 25th. I called Forrest Cooper on August 28th, and he tells me that he has no knowledge of any arrangements having been made up to that date.

I would like to recommend that the contractor be notified that payment of all labor and current bills for materials and supplies are to be paid promptly for work performed under contract with the Oregon State Highway Commission, or that action will be taken through the Highway Department to see that settlement is made as provided in the specifications under conditions specified on page 9 or page 13 of the standard provisions.

Very truly yours,

Ray Webber
Labor Regulations Engineer

RW:AR

cc to: R. H. Baldock ✓
J. M. Devers

UNPAID BILLS OF THE ANDERSON CONSTRUCTION CO.

Roseburg Job:

Hansen Motor Co.	$145.16
Cooperative Farm Bureau	42.39
Woodcock and Fogel	36.20
Roseburg Welding Co.	53.45
Damages	6.50
Heath & Metcalf	200.00
Roseburg Sand & Gravel	446.45
Roseburg Plumbing & Heating	197.22
Labor Claim	14.00
Page Lumber Co.	27.13
L. W. Metzger	39.70
Shell Oil Co.	325.00
DuPont Powder Co. (Hood River dealer) (Sherman Frank)	1,500.00
Equipment Rental	?
Total Bills	$3,031.20
Final Estimate due (Approx.)	684.10
Net Loss on Job	$2,347.10

Madras Job:

Labor Claim	40.00	
Bill for Lumber	319.58	
Bill Thomas, supplies	700.00	
Madras Hotel	100.00	
Madras groceries	250.00	
Shell Oil Co.	4,000.00	
DuPont Powder Co.	12,000.00	
Equipment Rental per month - Not Included		5,000.00
Borrowed on August Estimate (Approx.)	6,000.00	
August 28th Payroll (Approx.)	2,000.00	
Due on Previous Payrolls (Approx.)	1,000.00	
Total Bills	$26,409.58	
August Estimate	17,566.05	
Net Loss to Date	$8,843.53	

The Shell Oil Co. reports on additional account of $1,000.00 owed them by this concern.

RECEIVED
AUG 30 1937
FOR FILING
2-C

August 28, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are today sending, under separate cover, three copies of contract, one of which is certified, for the Miller Flat-Agency Section, Project No. FLH 2-C.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

#1989

RECEIVED
AUG 20 1937
FOR FILING
2-e

August 20, 1937

Mervin Rankin,
Attorney at Law,
410 Mead Building,
Portland, Oregon.

Dear Sir:

Receipt is acknowledged of your letter of August 19th concerning the Andersen Construction Company contract near Madras.

You are advised that this is our No. 1989 and is for the Miller Flat-Agency Section of the Warm Springs Highway in Jefferson County and consists of 2.14 miles of grading. The amount of the contract is $56,849.90 and the date of completion is November 30, 1937. The bond furnished was written by the United States Fidelity & Guaranty Company for whom Walter F. Cline, who has offices in the Board of Trade Bldg., Portland, is resident agent.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

REFERRED TO

Dict. by J. McFarland.

#1989

MERWIN RANKIN
ATTORNEY AT LAW
815 MEAD BUILDING
PORTLAND, OREGON

August 19 1937

RECEIVED
AUG 20 1937
OREGON
STATE HIGHWAY COMMISSION

State Highway Commission,
Salem, Oregon.

Gentlemen;-

I understand that Andersen Construction Company, Fred Andersen president Carl LaConta, Secretary, has a contract on a highway near Madras, Oregon. Can you give me the number of this contract and the corredt location of the same.

Thanking you for this ihformation, I am,

Yours very truly,

Merwin Rankin.

MR/L.

REFERRED TO
Jm
BY SECRETARY.

Please answer

#1989

RECEIVED
AUG 20 1937
FOR FILING
2-e

August 16, 1937

Tum-A-Lum Lumber Company

Redmond, Oregon

Attention: L. E. Smith

Gentlemen:

Replying to your letter of the 13th instant in regard to your claim against the Andersen Construction Company wish to say that, if you secure no satisfaction from the bonding company, then I think you should resort to court proceedings and you should then file notice of your claim with the Secretary of State as provided by statute in order to hold the bond responsible and liable for the payment of your claim.

The company is still working on its Warm Springs contract but moneys earned in connection therewith can not be paid out by the Highway Commission for the payment of claims incurred on this job. The Highway Commission feels that it has completed its obligation when it required the contractor to furnish a bond for the protection of claims; and, while we will do all that we can to assist you in securing a satisfactory settlement, we can not pay your claim direct unless so ordered by the courts.

Very truly yours,

Secretary

HBG:AM

Tum-A-Lum Lumber Company

BUILDERS OF HOMES

Redmond, Oregon

GENERAL OFFICE,
WALLA WALLA, WASH.
L. E. SMITH,
MANAGER

BUILDING MATERIAL
FREE PLAN SERVICE
LUMBER
FUEL

RECEIVED
AUG 16 1937
OREGON
STATE HIGHWAY COMMISSION

August 13, 1937

H. B. Glaisyer
Oregon State Highway Comm.
Salem, Oregon

Dear Sir:

Acting upon your suggestion of July 30th in regard to the account of Andersen Construction Company for $319.58 in connection with their contract for grading the Warm Springs Highway, we wrote the U. S. Fidelty & Guaranty Company in regard to the matter and received no reply. We would be glad to have you advise us whether this company is still operating on that highway and whether this account will be taken care of out of funds coming to them.

Yours truly,

TUM-A-LUM LUMBER COMPANY

L E Smith

By

Manager

LES:FD

ANSWERED
H. B. G.

R.H. Boldock
RECEIVED
AUG 20 1937
FOR FILING
2-e

August 12, 1937

Cost Analysis to August 7, 1937
Warm Springs Highway, Miller Flat-Agency Section
Contract 1989, Prefix 116-1009

Anderson Construction Co., Contractors
Forrest Cooper, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$125.00	50%			$125.00
Trench Excavation	10.00	10 cu. yd.	1.00	1.50	15.00
Common Excavation	8,625.80	30,117 cu. yd.	0.286	0.18	5,421.06
Solid Rock Excavation	19,202.04	36,927 cu. yd.	0.52	0.55	20,309.85
Overhaul	1,599.00	53,300 yd. sta.	0.03	0.01	533.00
Truck Haul	550.00	2,200 yd. mi.	0.25	0.10	220.00
18" Corr. Iron Pipe	495.60	236 lin. ft.	2.10	2.25	531.00
	$30,607.44				$27,154.91

Total Cost	$30,607.44
Gross Revenue	27,154.91
Net Loss	$3,452.53

Net Loss Equals 12.7% of Gross Revenue

State Highway Engineer
NOTED

Detail of Cost

Labor:			
Supervision		$796.45	
Labor		8,940.57	
State Industrial Accident Insurance		486.85	
Unemployment Insurance & Social Security		292.10	$10,515.97
Materials:			
18" Corr. Iron Pipe	236 lin. ft. at $1.45	337.86	
18" " " " Bands	6 each at 2.14	12.84	350.70
Equipment Rental, Supplies & Miscellaneous:			
Equipment Rental		7,399.00	
Hired Equipment		2,297.00	
Gas, Oil & Grease		5,035.71	
Explosives		5,300.00	
Small Tools, Repairs & Misc.		2,775.73	
Lbr. & Supplies for Camp		1,060.00	
General Overhead Expense		308.68	
Move In		700.00	
Bond 1% of Gross Earned		271.55	
Home Office 2% of Gross Earned		543.10	25,690.77
Deduction:			
Camp Expense		950.00	
Blasted Rock	12000 cu. yd. at 0.25	3,000.00	- 3,950.00
			$30,607.44

Warm Springs Highway, Miller Flat-Agency Section

REMARKS:

This job was bid June 3, 1937. Work started June 19th, and up to August 7th, was about 50% complete.

The contractor moved in a 1-3/4 cu. yd. Marion diesel shovel, 2-95 H.P. and 1-50 H.P. cats, 2-12 cu. yd. LeTourneau scrapers and 4-5 cu. yd. Mack trucks. The equipment was in good condition, and the contractor at the beginning started to open up the job with such speed that one was led to believe that the contract would be completed in record time. This situation soon changed, however, with strikes for payment of due wages taking place, and substitution of old dilapitated trucks, in need of repair, for the ones originally brought on the job. Fair progress is made when the equipment is working, and as the job is opened up in fair shape throughout the length of the job, the contractor should make a good showing in the next month if the trucks are kept in repair. There is a question as to the conrrect classification of the material on the east end most of which was originally classified as common excavation. The contractor has found it impossible to dig the greater portion of this material with the shovel, or break it up with the rooter and has had to resort to drilling and shooting.

The job has been opened up in fair shape, and the contractor should be able to reduce his unit costs on the remaining excavation, providing there are not too many breakdowns of equipment or delays caused by lack of finance.

E. H. Clymer
Cost Analyst

By . . Henry Jullum

#1989

RECEIVED
AUG 13 1937
FOR FILING
2-B

August 7, 1937

Shell Oil Company,
Portland, Oregon.

Attention: Frank J. Hurner.

Gentlemen:

Reference is made to your letter of August 6th concerning the Andersen Construction Company Contract No. 1989, Miller Flat-Agency Section in Jefferson County.

You are advised that this contract was approximately 25% complete on July 10th. The total amount paid the contractors to date is $11,316.81 and the retained percentage is $1,997.09.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#1989

Jefferson Co

SHELL OIL COMPANY

1220 S.W. MORRISON STREET

PORTLAND, OREGON

RECEIVED
AUG 7 - 1937
OREGON
STATE HIGHWAY COMMISSION

August 6, 1937

State of Oregon
Highway Department
Salem, Oregon

Gentlemen:

Re: Anderson Construction Co.
Job Number 1989

Kindly favor us with a progress report on the above indicated job. We would like to know approximate percentage of work completed, approximate amount paid to contractor and the estimated completion date. Please state if any liens have been filed against this project.

Thank you for your usual fine cooperation.

Yours very truly,

SHELL OIL COMPANY

FRANK J. HURNER
Division Credit Manager

RER:GC
Encl.

July 10th

E - $13,313.90
P - 1,997.09
B - $11,316.81

REFERRED TO
BY SECRETARY

please prepare answer

RECEIVED
AUG 9 1937
FOR FILING
2-e

August 7, 1937

POWERS FURNITURE COMPANY
Third and Yamhill Streets
Portland, Oregon

Attention R. T. Callahan

Gentlemen:

Regarding Carl LoConto, wish to say that, so far as we know, Mr. LoConto is still connected with the Andersen Construction Company, whose Portland address is 2605 N. E. 58th Avenue.

The Andersen Construction Company have a contract with the State Highway Commission for the construction of the Miller Flat-Agency Section of the Warm Springs Highway, being State Highway Commission Contract. No. 1989. They have recently completed a contract with the Commission for the revision of the Pacific Highway in the city of Roseburg.

Very truly yours,

Secretary

HBG:MBL

ESTABLISHED 1866

POWERS FURNITURE COMPANY

COMPLETE
HOME FURNISHERS

THIRD AND YAMHILL STREETS
PORTLAND, OREGON

August 6, 1937

RECEIVED
AUG 7 - 1937
STATE HIGI ISSION

State Highway Commission
Salem, Oregon

Gentlemen:

We are anxious to get in touch with a party by the name of Carl LoConto, who was connected with the Anderson Construction Company and is doing road construction work in this stato.

We would appreciate your letting us know where they are operating at this time.

Yours very truly,
POWERS FURNITURE COMPANY

RTC:MB

BY R. T. Callahan

ANSWERED
H. B. G.

#1989

RECEIVED
AUG 7 1937
FOR FILING
2-C

August 6, 1937

Mr. Joseph M. Morgan
C.C.C. Camp F-215
c/o S.F.S.
La Grande, Oregon

Dear Sir:

We are in receipt of your letter of recent date advising us of your claim in the sum of more than $40.00 against the Anderson Construction Company for work performed by you as bulldozer operator at Roseburg and Warm Springs.

In connection with their contracts with the State Highway Commission for the grading of the North Roseburg Section of the Pacific Highway and the Miller Flat-Agency Section of the Warm Springs Highway, the contractors furnished bonds for the protection of all claims. The United States Fidelity & Guaranty Company, for whom Walter F. Cline is resident agent, furnished these bonds. I am today notifying them through Mr. Cline of your claim, and I suggest that you do the same. Mr. Cline's headquarters are in the Board of Trade Building, Portland. If you do not secure satisfaction in this way, you should also notify the Secretary of State of your claim, in accordance with the provisions of Chapter 280, Oregon Laws 1931, mimeographed copy of which is enclosed for your information and guidance.

Very truly yours,

Secretary

MEL

August 6, 1937

UNITED STATES FIDELITY & GUARANTY COMPANY
Walter F. Cline, Resident Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

You will find enclosed a copy of a notice of claim by Joseph M. Morgan for $40.00 or more against Andersen Construction Company for services as bulldozer operator at Roseburg and Warm Springs.

We are sending you this notice inasmuch as you appear as surety on the bonds furnished by the contractor in connection with grading in the sections named, and will appreciate it if you will see that this claim is promptly taken care of.

Very truly yours,

Secretary

[illegible]

cc - Andersen Construction Co.

encl.

RECEIVED
AUG 6 - 1937
OREGON
STATE HIGHWAY COMMISSION

#1989

La Grande Ore
CCC camp P215
c/o S.F.S.

State Engineer
Highway Dept.
Salem
Ore.

Dear Sir. I am writing you concerning some wages I have coming from Andersen Construction Co. at Warm Spring, Ore. I worked for them in Roseburg Ore. and at Warm Springs as Bulldozer Operator and I quit them on the 15 of July on account of a better job with the State.

Would you mind joging their memory for me?

August 5, 1937

pt of this date I wish

onstruction Company

ion in Jefferson County

$13,315.90 - retained

.81. This contract

, 1937.

rs,

#1989

I wrote them but got no reply and I need the money. It amounts to better than $40.00 with board deducted, Hoping to hear from you I thank you.

Joseph M. Morgan
La Grande
Ore
CCC camp P215
% S.E.S.

August 5, 1937

t of, this date I wish

nstruction Company

ion in Jefferson County

$11,315.90 - retained

.81. This contract

, 1937.

ars,

7.

#1989

RECEIVED
AUG 6 1937
FOR FILING
2-e

August 5, 1937

Mr. A. W. Murray,
306 Central Building,
Seattle, Washington.

Dear Sir:

In accordance with your oral request of this date I wish to advise that the status of the Andersen Construction Company Contract No. 1989 - Miller Flat-Agency Section in Jefferson County is as follows:

Total amount earned to July 10th - $13,313.90 - retained percentage $1,997.09 - Paid to date $11,316.81. This contract was approximately 25% complete on July 10th, 1937.

Very truly yours,

Secretary.

Dict. by J. McFarland.

Form 5-B-1 1500 4-37

Commissioners
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
AUG 5 - 1937
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 12 1937
FOR FILING

August 4th
1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

Replying to yours of June 16th Re: connecting road from the north end of the 1937 construction to the existing Warm Springs Indian Reservation road near the summit of Miller Flat.

We are advised by Resident Engineer Cooper that the Indian Service has decided to build the connecting link which is approximately 0.5 of a mile . This will open all of the graded section for travel.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f

cc-Mr. R. H. Baldock ✓

NOTED
State Highway Engineer

#1989

RECEIVED
JUL 31 1937
FOR FILING
2-C

July 30, 1937

UNITED STATES FIDELITY & GUARANTY COMPANY
Walter F. Cline, Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

We are in receipt of a letter from TUM-A-LUM LUMBER COMPANY, Redmond, Oregon, notifying us of their claim against Andersen Construction Company, in the amount of $319.58, in connection with their contract for grading the Warm Springs Highway, being State Highway Commission contract No. 1989.

Inasmuch as you are surety on the bond furnished by the contractor, we are notifying you of this claim.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MDL

cc - Andersen Construction Company
2605 N.E. 36th Avenue, Portland

DECLASSIFIED

July 30, 1937

TUM-A-LUM LUMBER COMPANY
Redmond
Oregon

Gentlemen:

We are in receipt of your letter of July 28, advising us of your claim, in the amount of $319.58, against the Andersen Construction Company in connection with their contract for grading the Warm Springs Highway, and requesting us to see that you are protected in the matter of this account.

We offer for your protection a bond furnished by the contractor in connection with this project, which was written by the United States Fidelity & Guaranty Company, for whom Walter F. Cline, with offices in the Board of Trade Building, Portland, is agent. I believe that if you will file notice of your claim with the bonding company, it will be taken care of. However, if you secure no satisfaction by so doing you should file notice of your claim with the Secretary of State, in accordance with the provisions of Chapter 280, Oregon Laws, 1931, a mimeographed copy of which is enclosed.

Very truly yours,

Secretary

[illegible]

encl.

Tum-A-Lum Lumber Company
BUILDERS OF HOMES
Redmond, Oregon

GENERAL OFFICE,
WALLA WALLA, WASH.
L. E. SMITH,
MANAGER

BUILDING MATERIAL
FREE PLAN SERVICE
LUMBER
FUEL

July 28, 1937

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

We have an account amounting to $319.58 covering June purchases of the Anderson Construction Company in connection with their contract for grading on the Warm Springs highway. This account should have been paid by the 10th of this month but we have not received their remittance.

Would it be asking to much of you to see that we are protected on this account?

Yours truly,
TUM-A-LUM LUMBER COMPANY

L E Smith

By
Manager

LES:FD

RECEIVED
JUL 29 1937
OREGON
STATE HIGHWAY COMMISSION

FORM 5-A-1 6M 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

55

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JUL 28 1937
FOR FILING
2-C

Madras, Oregon.
July 26,1937

Mr. Wm.R. Chandler,
Division Engineer.
Oregon State Highway Commission.
Bend, Oregon.

Dear Sir:

Referring to the strike of the employees of the Anderson Construction Company which I noted on my last weekly report on the Miller Flat-Agency Section.

This strike seems to be settled or be in the process of being settled. The contractor has made arrangements to pay the men through the local bank and about two-thirds of the crew has gone back to work. I will make a more complete investigation of the entire matter tomorrow at which time I shall report my findings to you.

Very truly yours

Forrest Cooper
Forrest Cooper
Resident Engineer.

cc to R.H.Baldock

NOTED
State Highway Engineer

RECEIVED
JUL 28 1937
FOR FILING
2-C

July 26, 1937

Mr. R. G. Smith
Construction Engineer
Office

Dear Sir:

Mr. Lintner advises that the Andersen Construction Company on their contract No. 1999, construction of the Warm Springs Cutoff, are not paying their labor. Please have Webber investigate immediately.

Very truly yours,

State Highway Engineer

[illegible]
cc Mr. Guy V. Lintner

RECEIVED
JUL 27 1937
FOR FILING

2-C

July 26, 1937

[illegible] CONSTRUCTION COMPANY
9026 S. W. Vermont Street
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed of Contract No. 1989, for the grading of the Miller Flat-Agency Section of the Warm Springs Highway, in Jefferson County, which was awarded to you on June 3, 1937.

This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MHL

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

(Stencil #28)

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon FLH 2-C
Miller Flat-Agency section
Warm Springs Highway

July 17, 1937

RECEIVED
JUL 19 1937
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Ion

RECEIVED
JUL 9 1937
FOR FILING
2-C

July 7, 1937

Bunting Tractor Company
212 Greenwood Street
La Grande, Oregon

Attention: Robert P. Carey

Gentlemen:

In response to your inquiry of July 6, 1937, you are advised that the bond furnished in connection with the Andersen Construction Company, contract No. 1989, Miller Flat-Agency Section, was written by the United States Fidelity and Guaranty Company for whom Walter F. Cline, who has offices in the Board of Trade Building, Portland, is resident agent.

Very truly yours,

Dictated by J. McFarland Secretary
AM

BUNTING TRACTOR CO.
Caterpillar
REG. U. S. PAT. OFF.
ROAD MACHINERY - TRACTORS - DIESEL ENGINES
212 GREENWOOD STREET
LA GRANDE, OREGON

[illegible]ED
[illegible]37
[illegible]ION

July 6, 1937

Mr. H. B. Glaisyer, Secretary,
Oregon State Highway Commission,
Salem, Oregon.

Dear Mr. Glaisyer:

We would very much appreciate your advising us the name of the bonding company covering the Anderson Construction Co. on the Miller Flat- Agency Section, of the Warm Springs Highway, F.L.H. 2-C, located in Jefferson County, Oregon.

We are enclosing a stamped and self-addressed envelope for your convenience in replying and wish to thank you in advance for furnishing us with this information.

Yours very truly,
BUNTING TRACTOR CO.
BY: Robert R. Carey

Robert R. Carey
js
Encl.

Jim
prepare answer

RECEIVED
JUL 29 1937
FOR FILING
2-C

June 30, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Miller Flat-Agency Section, Federal Lands Highway Project No. FLH 2-C.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

J. W. Nash
Asst. Office Engineer

JWN:ER

Encl.

OREGON STATE HIGHWAY COMMISSION

Oregon State Highway Department

Federal Lands Highway
Project No. FLH 2-C

MILLER FLAT-AGENCY SECTION OF THE
WARM SPRINGS HIGHWAY IN JEFFERSON COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 16, 1937

Grading

All Required		Clearing and Grubbing		$ 250.00
100	cu. yds.	Trench Excavation	$ 1.50	150.00
110,000	cu. yds.	Common Excavation	0.18	19,800.00
48,000	cu. yds.	Solid Rock Excavation	0.55	26,400.00
277,000	yd. sta.	Overhaul	0.01	2,770.00
13,000	yd. mi.	Truck Haul	0.10	1,300.00
2.14	miles	Finishing Roadbed and Slopes	285.00	609.90
10,000	lin. ft.	Rounding Cutbanks	0.10	1,000.00
520	lin. ft.	18" Corr. Iron Pipe	2.25	1,170.00
150	lin. ft.	36" Extra Strength Corr. Iron Pipe	7.00	1,050.00

Subtotal	$ 54,499
10% Engr. & Cont.	5,449
Total	$ 59,948

Length	2.141 miles
Cost per mile	$ 28,000

FLH Funds Requested- -$ 59,948

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 248, laws 1931
State Funds for Maintenance: Chap. 41, laws 1927; Chap. 248, laws 1931

FORM 5-AM 6M 3-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JUN 18 1937
FOR FILING
2-C

June 16th, 1937

Mr. W. E. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

Dear Sir:

In accordance with our recent conversation, please arrange with the Indian Agent at the Warm Springs Indian Agency, or the County Judge of Jefferson County, to improve the road from the north end of the Miller Flat Section to the existing Indian road.

It is my understanding that the Indian Agent has promised to make a passable connection between the end of our contract and the Bear Springs road. The Highway Department will be very appreciative of any assistance he can give us.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

FORM 5-2-1 2M 6-36

Commissioners
HENRY F. CABELL, Chairman, Portland
E. B. ALDRICH, Pendleton
F. L. TOU VELLE, Jacksonville

H. B. GLAISYER, Secretary

R. H. BALDOCK
State Highway Engineer
Salem

OREGON STATE HIGHWAY COMMISSION

Office of WM. E. CHANDLER, Division Engineer
BEND, OREGON

RECEIVED
JUN 11 1937
FOR FILING

RECEIVED
JUN 10 1937
STATE HIGHWAY COMMISSION

In reply please refer to File No.

June 9th
1937

NOTED
State Highway Engineer

Mr. R. H. Baldock
~~State Highway Engineer~~
Salem, Oregon

Attention: ~~Mr. H. G. Smith~~

Dear Sir:

Resident Engineer Cooper has been assigned the residency on the Miller Flat-Agency section of the Warm Springs Secondary Highway, Contract #1987 9, pending your approval.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f

cc-Mr. R. H. Baldock ✓
Mr. F. E. Cooper

RECEIVED
MAY 11 1937
FOR FILING 2-C
Const Projects

WARM SPRINGS HIGHWAY

Miller Flat-Agency Section

2.2 Miles

Estimated Cost $69,250.00

Budget	$42,000.00
Savings on I.O.N. Letting	16,500.00
Other Savings - 1936	500.00
	$59,000.00

There may be a possibility of a slightly lower bid on Warm Springs.

RECEIVED
JUL 29 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

June 3, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

[illegible] 1937
[illegible]

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Lands Highway project No. FLH 2-C, Miller Flat-Agency section of Warm Springs Highway, to Anderson Construction Co., Portland, Oregon, who submitted the low bid of $56,849.90.

Very truly yours,

W. H. LYNCH
District Engineer

By
F. E. Andrews
Sr. Highway Engineer

RECEIVED
JUL 29 1937
FOR FILING

RECEIVED
MAY 18 1937
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

May 17, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The P.S.& E. documents for Oregon Federal Lands project FLH 2-C, the Miller Flat-Agency section of the Warm Springs Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Chief Engineer of the Bureau.

Prompt submission of the bid tabulation and the project agreement estimate will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By

F. E. Andrews
Sr. Highway Engineer

RECEIVED
JUL 29 1937
FOR FILING
2-G

May 13, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Miller Flat-Agency Section, Project No. FLH 2-G.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

A statement concerning the present status of the lands traversed by the project has been requested from the Indian Agent and copies will be forwarded to you as soon as received.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

Oregon State Highway Department

Federal Lands Highway
Project No. FLH 2-C

MILLER FLAT-AGENCY SECTION OF THE
WARM SPRINGS HIGHWAY IN JEFFERSON COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, May 13, 1937

Grading

All Required		Clearing and Grubbing		$ 500.00
100	cu. yds.	Trench Excavation	$ 2.00	200.00
110,000	cu. yds.	Common Excavation	0.25	27,500.00
48,000	cu. yds.	Solid Rock Excavation	0.60	28,800.00
277,000	yd. sta.	Overhaul	0.01	2,770.00
13,000	yd. mi.	Truck Haul	0.15	1,950.00
2.14	miles	Finishing Roadbed and Slopes	300.00	642.00
10,000	lin. ft.	Rounding Cutbanks	0.10	1,000.00
520	lin. ft.	18" Corr. Iron Pipe	2.50	1,300.00
150	lin. ft.	36" Extra Strength Corr. Iron Pipe	6.00	900.00
			Subtotal	$ 65,562
			10% Engr. & Cont.	6,556
			Total	$ 72,118

Length 2.141 miles

Cost per mile $ 33,684

FLH Funds Requested- -$ 72,118

UNITED STATES

DEPARTMENT OF THE INTERIOR

OFFICE OF INDIAN AFFAIRS

Warm Springs Indian Agency
Warm Springs, Oregon

May 13, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. S. H. Probert

Dear Sir:

This is to certify that the records of this office show the following lands to be unallotted and unpatented, subject to United States Government control:

T. 9 S., R. 12 E, W. M.

Sec. 16 - SW¼ SW¼
" " - SE¼ SW¼
" " - SW¼ SE¼

Sec. 17 - NE¼ NW¼
" " - NW¼ NE¼
" " - SW¼ NE¼
" " - SE¼ NE¼
" " - NW¼ SE¼
" " - NE¼ SE¼
" " - SE¼ SE¼

Sec. 21 - NE¼ NW¼
" " - NW¼ NE¼
" " - NE¼ NE¼

Sec. 22 - NW¼ NW¼

Yours very truly,

J. W. Elliott
J. W. Elliot
Superintendent

RECEIVED
MAY 10 1937
FOR FILING
Const
Projects

May 10, 1937

Mr. R. G. Smith
Construction Engineer
Office

Dear Sir:

Mr. Baldock would like to talk to you about extending the Warm Springs construction work out of Deschutes Canyon up to what is known as Miller Flat as has been requested by Judge Cook of Jefferson County which matter is the subject of the attached excerpt from the Highway Commission minutes of February 19, 1937.

Very truly yours,

Secretary

HDG:AM

cc- Mr. Baldock

FORM 5-B-1 1500 4-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
MAY 1937
FOR FILING
Const Projects

May 5th
1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Attention: Mr. H. G. Smith

Dear Sir:

Replying to yours of April 30, 1937, regarding the calssification on the proposed Warm Springs Miller-Flat project. Resident Engineer Cooper reports the following classifications:

Sta.	to	Sta.	Common	Sol. R.
1320	"	1326	100%	
1326	"	1332	20%	80%
1332	"	1350		100%
1350	"	1355	60%	40%
1355	"	1370	Hard white material considerable float rock to here.	
1370	"		Hard White Material	

We are also enclosing field notes on test pits taken by Resident Engineer Walters last fall.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS :f

Encl.

cc- Mr. R. H. Baldock

FORM S-A-1 9M 2-37
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
MAY 3 1937
FOR FILING
Const
Projects

NOTED
State Highway Engineer

April 30, 1937.

Mr. B. E. Chandler,
Division Engineer,
Bend, Ore.

Dear Sir:

At attempt is to be made to extend the Warm Springs project to Miller Flat. To assist in checking estimate, please classify the job and send results immediately.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By
H. G. Smith,
Construction Engineer.

Dictated by
H W. Libby
H.

CC to
R.H. Baldock

FORM 5-A-1
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
APR 6 1937
FOR FILING

April 5th, 1937

Mr. W. E. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

NOTED

Dear Sir:

It would not seem possible to secure more than the $42,000 set up for the Warm Springs Highway, and I have no objection to stopping the project at Station 1545 in order to avoid opening up a rock cut which you state will merely complicate the project.

Please submit these specifications and those for the Bend-Brothers project as soon as possible, so that they may be placed on the April letting.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

FORM 2-A-1

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
APR 6 1937
FOR FILING

Corr

April 5th, 1937

Mr. W. E. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

NOTED
Highway Engineer

Dear Sir:

It would not seem possible to secure more than the $42,000 set up for the Warm Springs Highway, and I have no objection to stopping the project at Station 1545 in order to avoid opening up a rock cut which you state will merely complicate the project.

Please submit these specifications and those for the Bend-Brothers project as soon as possible, so that they may be placed on the April letting.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

H.S.-A 1000 10-36

COMMISSIONERS

HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
MAR 18 1937
FOR FILING

P.F.   P.F.

March 17, 1937.

IN REPLY PLEASE
REFER TO FILE NO.

~~Mr. W. E. Chandler,~~
~~Division Engineer,~~
~~Bend, Ore.~~

Dear Sir:

As requested we are sending you under separate cover all of the location data that we have in this office on the Warm Springs Secondary Highway between Miller's Flat and Agency as follows-

1 Roll Cross Sections
1 Roll Mass Diagram   Station 1320 - 1546
1 Book Transit - level and cross section notes   1320 - 1560
1 book notes test hole pits   1320 - 1436
1 book earthwork computation sheets 1320 - 1546+50

Yours very truly,

R. H. BALDOCK
STATE HIGHWAY ENGINEER,

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H.

CC to
R.H. Baldock

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

RECEIVED
MAR 18 1937
FOR FILING

March 16th
1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

Replying to yours of the 13th inst., which has reference to a $42,000 grading unit on the Warm Springs Secondary Highway.

Please return all location field data available in your office, as there is no survey data on this section among our records here. Upon receipt of this data the estimates and special specifications will be compiled and submitted at the earliest possible date.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f

cc-Mr. R. H. Baldock ✓

AH 8-A-1

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

Corr

PF

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
MAR 18 1937
FOR FILING

OREGON STATE HIGHWAY COMMISSION

SALEM

March 15th, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. E. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

Dear Sir:

I have a letter from Forrest Cooper suggesting that a 72-in. pipe would be adequate on the Miller Flat-Agency Section, but I am quite positive that such construction would not be adequate for saddle horses and would suggest a 5' x 7' concrete box culvert.

We also should have the data on the drainage tile which you wish to place in the cut on the last section. The new project has been tentatively picked as from Station 1380+85 to 1438+45, which will not permit a connection to be made to the existing road on Miller Flat. For this reason, the cattle pass could possibly be deferred for another year if there is any question about its location, or if there be the possibility that it may eventually prove unnecessary. Please advise whether you think it important that the pipe be installed this year, or whether it would be advisable to defer it until another contract.

This project will be placed on the April letting.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓
Forrest Cooper

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
MAR 15 1937
FOR FILING

March 13th, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. E. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

Dear Sir:

$42,000 has been set up from the Federal Lands Highway Funds for grading on the Warm Springs Highway west of the agency. Please submit specifications and estimate of cost for this project, taking care to include such recommendations as Mr. Walters made in his letter of December 4th, concerning tile drainage and cattle passes.

I presume you will have Mr. Cooper definitely settle the cattle pass location with the Indian agents.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

1500 7-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

RECEIVED
MAR 15 1937
FOR FILING

NOTED

Madras, Oregon
March 11, 1937

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
MAR 12 1937
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

I hand you herewith the information regarding the cattle pass on the Warm Springs Highway that you requested me to get. I have discussed the matter with Wm. E. Chandler, Division Engineer and he has instructed me to write direct to you.

The Indian Service do not seem to be too particular as to type but insist that the pass be large enough to lead a saddled horse through. I suggested a 72 inch culvert. The agent was agreeable to using a culvert but had some doubts that a 72 inch pipe would be of sufficient height. Mr. Chandler suggested that a 72 inch culvert be used and that it be jacked slightly out of round to secure a few extra inches of head room. I believe that this would be satisfactory.

The pass should be located at Station 1509+15. The length may be determined from the plotted cross sections (final) on the Agency Grading Section by using station 1509. The excavation may be figured in the same manner but should show an additional 25 cubic yards in excess of the neat section, to allow for inlet approach. The material is all common.

I have letters from the Indian Service confirming this location.

Very truly yours,

Forrest Cooper

FORREST COOPER
Resident Engineer

fc/e
cc Wm. E. Chandler
cc R. H. Baldock

FORM 5-C-1 22775 2M 5-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

March 5th,1937

RECEIVED
MAR 9 1937
FOR FILING

[illegible]

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED

Attention: ~~Mr. H. G. Smith~~ Highway Engineer

Dear Sir:

Pursuant to your telegraphic request for location profile of the Warm Springs Highway, under separate cover I am expressing to you, this date, the following data pertaining to that section on which you requested material. I regret to state, however, that the original copy of the profile mentioned is not in this office nor is it listed among the data in the possession of Resident Engineer, Walters. Following is a list of information appurtenant to the proposed construction project north of the 1936 construction:

1 Location Mass Diagram, Stations 1320 to 1546
1 Location Profile, Stations 1320 to 1550 (blue print)
1 Set of notes on test Pits
1 Sketch showing installation of perforated pipe at Station 1443+40
1 Set of Earth Work Computation Sheets, Stations 1320 to 1546+50
1 Copy of Resident Engineer's Report
1 Book of Transit, Level and Cross-section notes, Stations 1320 to 1560
1 Roll of Plotted Cross-sections.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f

cc-Mr. R.H.Baldock

FORM 5-C-1 22770 2M 9-25
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

COPY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

Madras, Ore.
Dec. 4, 1936

Warm Springs Hwy.
Miller Flat-Agency Sec.

Mr. W. E. Chandler
Division Engineer
Oregon State Highway Commission
Bend, Ore.

Dear Sir:

I hand you herewith the following:

1 Bood notes - level-transit-cross-section-location
Computation Sheets
Platted Sections
All for Section 1320 to 1550
Blueprint profile with classification
Classification notes.

Right of way has been secured for a part of this section but I am not sure if it runs through to the county line or not.

The right of way agreement calls for a stock pass under the road at such point as the superintendent may elect. In the construction of the Agency Section, Mr. Boyd, the previous superintendent suddenly asked for it at a point about 1509. A depression was left in the filler at this point as this part was practically complete. It has been previously agreed that the stock pass would be on the next section. In placing a stock pass here it would be preferable to set it back to about 1507 plus 50 and salvage the culvert that has been installed at this point.

I have heard it rumoured that the Indians are goint to ask also for another stock pass further up the hill and this matter should be settled before the contract is let in order that it may be included in the plans if it can't be avoided. In this connection, I wish to call your attention to the fact that we are at the mercy of the Indians, who seem to be able to bring tremendous pressure on the Agency officials, and it is apparent that agreements as made between the right of way Department and the Indian Service are difficult to maintain and no doubt this same situation will obtain as long as we are active within the Reservation. I do not intend these statements as a reflection on the Reservation officials but as a commentary on the nature of the Indian.

I would recommend that the live spring at 1443 plus 40 be taken care of in the next contract, as I believe it will be cheaper than extra gang work, and I am including the suggestion for its care.

The test pits have been dug to grade except in the instance of Station 1429. This went down a little over half way and was in solid material and it is assumed that it will be solid the balance of the way.

All of the cuts will be largely in hard pan, sand stone or other hard sedimentary material except that portion 1330-1350 where the line goes through the lava cap getting up on top of the hill.

This material I believe may be moved without shooting,with a shovel of 2 yds. or larger capacity, except that there are hard ribs that run through that will have to be shot.

O'Neil moved the similar cut at the north end of his job largely with a ripper and scrapers. He had trouble drilling on account of the fact that the sandstone was wet, and the debris would not blow out of the hole with air and was wet enough to colar up around the bit.

In conclusion I would like to direct your especial attention to the section from Miller Flat to the county line. This is scab country similar to the Criterion section now under reconstruction, and it would be my opinion that the grade and section should be so designed as to set the ditch down to break the water table. This material will have the same capillary properties as that recited and the possible use of center bleeders should be considered to obviate frost boils where center pockets may be encountered.

Very truly yours,

S. F. WALTERS
Resident Engineer

CONTRACT# [redacted] 1990

Short Sand Beach Creek Bridge

1990

#1990

RECEIVED
MAR 1 1938
FOR FILING
180-9

March 1, 1938

Shell Oil Company,
1220 S. W. Morrison St.,
Portland, Oregon.

Gentlemen:

Reference is made to your letter of February 28th concerning the E. F. & W. F. Philpott Contract No. 1990, Bridge over Short Sand Beach Creek in Tillamook County.

You are advised that this contract was completed December 4, 1937, and was accepted by the Highway Commission January 7, 1938.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#1990

SHELL OIL COMPANY
1220 S.W. MORRISON STREET
PORTLAND, OREGON
TELEPHONE ATWATER 7321

February 28, 1938

State of Oregon Highway Department
Salem, Oregon

Attention: Mr. Glaisyer

Gentlemen:

Re: E. F. & W. F. Philpott
Contract Number 1990

We understand that the above job has been completed and will, therefore, appreciate your furnishing us with completion and acceptance dates of this contract.

A stamped, addressed envelope is enclosed for your convenience.

Very truly yours,
SHELL OIL COMPANY

FRANK J. HORNER
Division Credit Manager

RER:RS
Encl.

REFERRED TO
BY SECRETARY

prepare answer

#1990

January 29, 1938

Great American Indemnity Company,
Harvey Wells Insurance Agency, Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1990, for the construction of a bridge over Short Sand Beach Creek near Nehalem on the Oregon Coast Highway in Tillamook County, has been completed by the contractors, E. F. and W. F. Philpott, and that final settlement will be made by the State with said contractors for work done under said contract on or after February 8, 1938.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $10,979.00, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FORM 8-B-1 4M 5-37
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

DEC 23 1937

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

1807

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

December 22, 1937

Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

Herewith an application for an extension of time up to and including December 4, 1937, from E. F. & W. F. Philpott, contractors on the Short Sand Beach Creek Bridge, Contract No. 1898. This is accompanied by the consent of the surety company and by the recommendation for approval by the Bureau of Public Roads, subject to the assessment of engineering penalty after the contract completion date which was October 31, 1937.

The contractors allege that the new grade leading to this bridge was not constructed in sufficient time to enable them to get material on the job and complete their work. Specifications under which this contract was let did not contemplate the use of the new grade but specified that the bridge should be completed so that the grading contractor could complete his work. I, therefore, recommend that the extension be granted, subject to the deduction from the contractor's estimate of an amount equal to the cost of maintaining the necessary force of engineers and inspectors on the work during the additional time consumed.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP DK
cc H. B. Glaisyer

REFERRED TO
BY SECRETARY

FORM B-E-1 4M 3-37
Commissioners
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
E. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

#1990
R. H. BALDOCK
STATE HIGHWAY ENGINEER
G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

180-7

December 9, 1937

Mr. H. B. Glaisyer
Secretary
Office

Dear Sir:

For your information E. F. and W. F. Philpott completed their work on the Short Sand Beach Creek Contract No. 1990 on December 4, 1937. Will you please secure authority from the Commission to pay the final estimate on this job.

Very truly yours,

G. S. Paxson
Bridge Engineer

By W A Reeves
W. A. Reeves
Office Engineer

CAG DK

1/7/38
H B Glaisyer

RECEIVED
JUN 23 1937
FOR FILING
180-7

June 22, 1937

E. F. & W. F. Philpott
6433 S. E. 19th Avenue
Portland, Oregon

Gentlemen:

By express we are forwarding to you a fully executed copy of contract No. 1990 awarded to you on June 8, 1937 for the construction of a bridge over Short Sand Beach Creek on the Oregon Coast Highway in Tillamook County.

This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

HI

RECEIVED
JUN 23 1937
FOR FILING
180-7

June 22, 1937

Great American Indemnity Company
c/o Harvey Wells Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

We are sending to you today by express a fully executed copy of contract No. 1990 which was awarded to E. F. & W. F. Philpott on June 8, 1937 for the construction of a bridge over Short Sand Beach Creek on the Oregon Coast Highway in Tillamook County.

This copy is being sent to you since you appear as surety on the bond, and is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

HI

RECEIVED
JUN 7 1937
FOR FILING
180-7

June 5, 1937

E. F. and W. F. Philpott
6453 S. E. Nineteenth Avenue
Portland, Oregon

Gentlemen:

We are sending to you today by express four copies of Contract No. 1990, which was awarded to you on June 3, 1937, by the State Highway Commission, covering the construction of a bridge over Short Sand Beach Creek, near Nehalem, on the Oregon Coast Highway, in Tillamook County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this is done, a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the provision under Section 5 of the General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to page 11 of the mimeographed section, to the paragraph relating to the payment by the contractor of amounts due hospital associations, et cetera.

You are also requested to notify the National Reemployment Service at once of the approximate date work will begin and the number and classification of laborers needed for such work.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

HRL

RECEIVED
JUN 5 1937
FOR FILING

180-7

June 4, 1937

E. F. & W. F. Philpott
6433 S. E. 19th Avenue
Portland, Oregon

Gentlemen:

The State Highway Commission on June 3, 1937, awarded to you the contract for the construction of a bridge over Short Sand Beach Creek on the Short Sand Beach Creek Section of the Oregon Coast Highway in Tillamook County. This award was based on your bid of $12,136.00 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

AM

RECEIVED
JUL 29 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO. 180-F

POST OFFICE BUILDING
PORTLAND, OREGON

1790

June 3, 1937

RECEIVED
1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. 180-F, Short Sand Beach Creek Bridge on the Oregon Coast Highway, to E. W. and W. F. Philpott, Portland, Oregon, who submitted the low bid of $12,136.00.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Highway Engineer

CONTRACT # 1991

FAGH 122-B McMinnville Sec., Pacific 1937
Hwy. West
~~#2069~~ #1991

#1991

RECEIVED
FEB 26 1938
FOR FILING
122-B

February 25, 1938

Great American Indemnity Company,
Harvey Wells Insurance Company, Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1991 for the construction of the McMinnville Section of the Pacific Highway West in Yamhill County, has been completed by the contractors, Jacobsen-Jensen Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after March 7, 1938.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contracters in connection with this contract will be $108,584.16, including the final payment. Of this amount $355.75 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#1991

RECEIVED
JAN 17 1938
FOR FILING
122-13

January 17, 1938

Great American Indemnity Company,
Harvey Wells Insurance Agency.
Failing Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Jacobsen-Jensen Company on Contract No. 1991 for the construction of the McMinnville Section of the Pacific Highway West in Yamhill County. This payment will be made on or after January 27, 1938.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

Form [illegible]

122 B

GON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending December 18, 1937

Section McMinnville, Oregon.

Kind of work Grading and Paving

Highway 99- W.

Section prefix 36-1106

Contractor Jacobsen and Jensen

Contract number 1991

Date of contract June 3, 1937

Date of completion November 30, 1937

Date work started June 8, 1937

Estimated date of completion Completed

Amount of contract $106,371.50

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $106,371.50

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $6050.00, 5.69 %

Date project was completed October 26, 1937

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Bonnett and Scofield worked all week on quantities for mass diagram. Lost nearly two days work, which had to be done over due to defective calculating machine.

The areas and yardage were gone over twice for the entire project and this work was completed at the end of the week. Will still require about four days to complete mass diagram and distribution on profile. This is all that remains to be done on the final records. I worked on final profile Friday and Saturday for this project.

George Miller completed work on Tuesday evening and left on vacation the following day.

R.T. MacFarlane left on vacation on ~~Thursday~~ Friday AM.

Mr Eason was in office Monday PM.

RECEIVED
DEC 20 1937
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

NOTED
W. LIBBY

H. G. SMITH

DEC 20 1937

Signed BC Johnson

Address McMinnville, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved on placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	.... COUNTY	.... COUNTY	.... COUNTY	.... COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

Stencil No. 3.

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No. 122-B

November 6, 1937

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon FAGH 122-B, McMinnville Relocation, Yamhill County, ________________, was made by a representative of this office on October 27, 1937. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By
L. J. Caufield
Highway Engineer

Jon

RECEIVED
NOV. 8 1937
FOR FILING

122-B

November 5, 1937

Mr. H. G. Smith
Office

Dear Sir:

I note on some of the recent black paving jobs, particularly in McMinnville, that no attempt has been made to raise manholes or water covers. These make a depression and are now filled with water. Please give such matters careful attention during construction and fix them as they should be.

Very truly yours,

State Highway Engineer

RHB:HI

1M 6-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

RECEIVED
OCT 7 1937
FOR FILING

October 2, 1937.

IN REPLY PLEASE REFER TO FILE NO.
36-1106

NOTED
State Highway Engineer

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. J. M. Devers, Attorney.

Dear Sir:

I have your letter of September 30 with respect to the claim of Walter C. Miller for damages to his hop crop due to the construction operations on the McMinnville Section of the contractor, Jacobsen and Jensen.

The grading work on this job was carried on during the summer season and caused a dusty condition in the near vicinity during the progress of the work. Right of way was procured along the Miller frontage, and as provided in the option the hop poles on that side of the field were moved clear of the right of way.

It was noted on a recent inspection that a strip of the hops along the side of the field nearest the new grade had not been harvested. This may have been due to the dust condition mentioned by Mr. Miller, or it may be due to some other cause. I note that there are numerous hop fields throughout the valley that have not been harvested this year. At any rate I can hardly see why we can accept responsibility for damage of this kind. We would be opening the door to numerous and sundry other claims that would be unending. Property owners, I think, must exercise some judgment and assume responsibilities for planting and harvesting of crops that might be subject to a different condition along our highways than if farther removed.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc R. H. Baldock
H. G. Smith

RECEIVED
OCT 1 1937
FOR FILING

RECEIVED
SEP 28 1937
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stensil No. 124

IN YOUR REPLY PLEASE
REFER TO FILE No. 122-B

Oregon FAGH and FAGM 122-B
McMinnville section
Pacific Highway

September 27, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
T. M. Davis
Highway Engineer

Encls.

Jor

App 31883

Form P. R. 2

State ......Oregon......

Federal Aid Grade Crossing

Project No. ...FAGM 152-B...

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 27th day of August, 1937

by and between Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 16th day of February, 1925, a project statement, which was approved by the Secretary on the 2nd day of April, 1925, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section 2 of said project which were recommended for approval by the United States District Engineer on the 18th day of May, 1937; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of thirty-three thousand, seven hundred nineteen and 00/100 dollars ($33,719.00) as the share of the United States payable under said act on account of Section 2 of said project, which [redacted] is [redacted] total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—6516

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 88, laws 1931 (Include date and citation of act of legislature by which authorized)

(b) From other sources under Section 8 of the Act approved June 16, 1936, 49 Stat. 1521 (Public No. 686, 74th Congress).

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 64+70 at the north city limit of McMinnville and survey station 120+98.5 at the intersection of Third and Baker Streets, lying entirely within the City of McMinnville

, length 0.687 miles, in Yamhill County, being Section B of Oregon Federal Aid Grade Crossing project No. FAGM 122, consisting of 0.687 miles of roadway and no bridges, [redacted],

[redacted]

8—5518

RECEIVED
SEP 24 1937
DISTRICT 1

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section 3 of said project shall not in any event exceed the sum of thirty-three thousand, seven hundred nineteen and 00/100 dollars ($33,719.00), certified to the Secretary of the Treasury as above mentioned, which [redacted]

is [redacted] the approved total estimated cost of Section 3 of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no event shall payment or payments made by the United States on account of said project exceed [redacted]

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, laws 1927; Chap. 28, laws 1931
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 132

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 13th day of Sept, 1937

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

SECRETARY OF AGRICULTURE,

By
Acting Chief, Bureau of Public Roads.

8—5518

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of **Oregon**

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of **Oregon** for the construction of a highway designated in the records of this Department as **Federal Aid Grade Crossing** ~~P~~roject No. **FAGM 122-B** State of **Oregon**

Second. That in accordance with said provisions I have approved the sum of $ **33,719.00** as the total estimated cost of said project, and the sum of $ **33,719.00** as the share of the United States, payable under said acts on account of such project, which ~~does not exceed the authorized Federal~~ **is** ~~pro-rata share of said~~ total estimated cost.

Done at the city of Washington, this 13th day of September one thousand nine hundred and thirty-seven

Secretary of Agriculture,

By

Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 8—[illegible]

Hwy 31882

Form P. R. 2

State ....Oregon........

Federal Aid Grade Crossing Project No. ......[illegible]......

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1935

Kon

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 27th day of August, 1937

by and between Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 16th day of February, 1935, a project statement, which was approved by the Secretary on the 2nd day of April, 1935, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section 3 of said project which were recommended for approval by the United States District Engineer on the 18th day of May, 1937; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of eighty-three thousand, one hundred seventy-eight and 00/100 dollars ($83,178.00) as the share of the United States payable under said act on account of Section 3 of said project, which [redacted] the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

Article I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State Chap. 175, laws 1917; Chap. 31, laws 1920, (Include date and citation of act of legislature by which authorized)

(*b*) From other sources under Section 8 of the Act approved June 16, 1936, 49 Stat. 1521 (Public No. 686, 74th Congress).

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

Article II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 61+85.4 on FAGM 122-B in the SE 1/4 of Section 10, T. 4 S., R. 4 W., and survey station 84+70.0, the north corporate limits of McMinnville

, length 1.795 miles, in Yamhill County, being Section B of Oregon Federal Aid Grade Crossing project No. FAGM-122, consisting of 1.795 miles of roadway and no bridges, ~~each of more than 20 feet clear span~~ ~~of a mile in length.~~

8—5518

SEP 24 1937
DISTRICT 1

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

[illegible]

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section 3 of said project shall not in any event exceed the sum of eighty-three thousand, one hundred seventy-eight and 00/100 dollars ($83,178.00), certified to the Secretary of the Treasury as above mentioned, which ~~does not exceed the authorized Federal pro rata share of~~ is

~~dollars ($)~~ the approved total estimated cost of Section 3 of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, laws 1927
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 13th day of Sept, 1937

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F Cabell

Chairman, State Highway Commission
(Title of officer)

By E. B. Aldrich

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

SECRETARY OF AGRICULTURE,

By H. J. O'Leary
Acting Chief, Bureau of Public Roads.

8—5518

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department ~~as~~ Federal Aid Grade Crossing Project No. FAGM 122-B State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 83,178.00 as the total estimated cost of said project, and the sum of $ 83,178.00 as the share of the United States, payable under said acts on account of such project, which ~~does not exceed the authorized Federal~~ is ~~pro rata share of~~ said total estimated cost.

Done at the city of Washington, this 13th day of September one thousand nine hundred and thirty-seven

KEM

Secretary of Agriculture,

By H J O'Leary
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 3—[illegible]

Commissioners
HENRY F. CABELL, Chairman, Portland
E. B. ALDRICH, Pendleton
F. L. TOU VELLE, Jacksonville

H. B. GLAISYER, Secretary

R. H. BALDOCK
State Highway Engineer
Salem

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, Division Engineer
SALEM

August 30, 1937

In Reply Please
Refer to File No.
36-1106

Jacobsen-Jensen Co.,
517 N. E. Stanton St.,
Portland, Oregon.

Gentlemen:

There was sent you several days ago approved copies of the subcontract with the Warren Northwest Company for the laying of the asphalt paving work on your McMinnville Contract.

It should be distinctly understood that this black-top paving work must be placed before October 1st and at the earliest possible moment that good weather conditions will permit so as to provide for some suitable curing weather before the fall rains and winter weather set in. If your arrangements with the Northwest Company do not provide for the early handling of this work, other arrangements should be made as we shall be compelled to withdraw our approval unless the work can be carried out as above set forth. Please advise your plans and schedule.

Yours very truly,

F. D. EASON
Division Engineer

FDE:MN
cc R. H. Baldock ✓
H. G. Smith

C
O
P
Y

122-13

August 27th, 1937

Jacobsen-Jensen Company
517 N. E. Stanton St.
Portland, Oregon

Dear Sirs:

Referring to yours of August 23rd, wish to advise that the sub-contract with Tom Lillebo on the Phoenix-Bear Creek Section, Jackson County, Contract 1992, and the sub-contract with Warren Northwest Company on the McMinnville project, Contract 1991, Yamhill County, have been referred to the Division Engineers for their approval.

In order to expedite the approval of sub-contracts, we suggest that in the future you submit them direct to the Division Engineers for approval. The sub-contracts should be accompanied by a letter requesting permission to sub-contract the work with a statement showing that the sub-contractor is particularly equipped and experienced to handle such work.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By
H. G. Smith
Construction Engineer

Dictated by
Chas. E. Low
R

cc to: R. H. Baldock

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
AUG 30 1937
FOR FILING
122-B

August 24th, 1937

Mr. F. B. Eason
Division Engineer
State Highway Dept.
Office

Dear Sir:

Attached are two copies of a sub-contract between the Jacobsen-Jensen Company and Warren Northwest Company for furnishing and constructing asphaltic concrete pavement on the McMinnville Section of the Pacific Highway West.

This sub-contract meets with the approval of this office, and if it meets with your approval, please notify the parties concerned.

WE are retaining one copy of the sub-contract for our files.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

Dictated by
Chas. E. Low
E

cc to: R. H. Baldock

RECEIVED
AUG 30 1937
FOR FIL

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

(Stencil #28)

IN YOUR REPLY PLEASE
REFER TO FILE NO. Oregon FAGH 122-B
FAGM 122-B
McMinnville section

August 19, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

RECEIVED
AUG 20 1937
OREGON
STATE HIGHWAY COMMISSION

Dear Sir:

We are forwarding herewith two copies of each proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, for each section, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
Highway Engineer

RECEIVED
AUG 2 1937
FOR FILING
122-B

July 31, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are sending, under separate cover, five blueprint copies of the plan title sheet for the McMinnville Section, Project Nos. FAGM and FAGM 122-B, which copies were requested in your letter of July 30, 1937.

Very truly yours,
R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

July 30, 1937.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to the required construction under two agreements of the McMinnville Section of the West Side Pacific Highway, Oregon FAGH 122-B and FAGM 122-B, as outlined in our letter of July 3, 1937.

You sent us separate estimate on July 21, 1937, but we are unable to take any action forwarding them until we also receive the five additional title sheets also requested in that letter. As these may have been mailed on the same date as the estimate, and lost, we are writing you again.

Very truly yours,

W. H. Lynch
W. H. LYNCH
District Engineer

RECEIVED
JUL 31 1937
STATE HIGHWAY COMMISSION

RECEIVED
JUL 29 1937
FOR FILING

122-B

July 21, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of revised estimate as basis for project agreement for the McMinnville Section, Project No. FAGM 122-B.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

Oregon State Highway Department

Federal Aid Grade
Crossing Elimination
Project No. FAGM 122-B

McMINNVILLE SECTION OF THE
PACIFIC HIGHWAY WEST IN YAMHILL COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 10, 1937

22' Portland Cement Concrete Pavement
(Sta. 84+70 to 97+20)

All Required		Clearing and Grubbing		$ 191.00
80 cu. yds.		Trench Excavation	$ 1.25	100.00
4,900 cu. yds.		Excavation, Single Classif.	0.18	882.00
5,000 yd. sta.		Overhaul	0.01	50.00
0.24 mile		Finishing Roadbed and Slopes	100.00	24.00
220 lin. ft.		12" Concrete Pipe	1.25	275.00
70 lin. ft.		24" Concrete Pipe	3.50	245.00
2 only		Concrete Catch Inlets	15.00	30.00
1,500 cu. yds.		Rock Base	1.30	1,950.00
350 cu. yds.		1" - 0" Materials in Shoulders and Surfacing	2.00	700.00
120 cu. yds.		1" - 0" Materials in Cushion Course	1.80	216.00
50 cu. yds.		¾" - 0" Materials in Cushion Course	1.80	90.00
50 cu. yds.		Filler	0.60	30.00
50 yd. mi.		Hauling Filler	0.20	10.00
3,100 sq. yds.		Portland Cement Concrete Pavement	1.50	4,650.00
350 lin. ft.		¾" Expansion Joints	0.15	52.50
1,600 lin. ft.		Contraction Joints	0.03	48.00
1,600 only		Dowels	0.15	240.00
1,200 lbs.		Tie Bars and Reinforcement	0.05	60.00
25 tons		Class "A" Asphaltic Concrete	6.20	155.00
10 tons		Cutback Asphalt Wearing Surface	6.20	62.00
10 cu. yds.		Mineral Aggregate in Place	4.00	40.00
1 ton		No. 3 Road Oil in Place	40.00	40.00
		Subtotal		$ 10,140
		10% Engr. & Cont.		1,014
		Total		$ 11,154

Length 0.237 mile
Cost per mile $ 47,063

44' Asphaltic Concrete Pavement
(Sta. 97+20 to 120+98.5)

All Required		Clearing and Grubbing		$ 363.00
70	cu. yds.	Trench Excavation	$ 1.25	87.50
900	cu. yds.	Excavation, Single Classif.	0.18	162.00
1,000	yd. mi.	Truck Haul	0.12	120.00
600	sq. yds.	Removal of Sidewalks	0.10	60.00
4,800	lin. ft.	Removal of Curbs	0.05	240.00
28	only	Removal of Inlets	2.50	70.00
300	lin. ft.	6" Sewer Pipe	0.60	180.00
35	lin. ft.	Pavement Cutting	0.70	24.50
30	only	Concrete Catch Inlets	15.00	450.00
290	cu. yds.	Concrete Curb and Gutter	15.00	4,350.00
160	sq. yds.	Concrete Driveway Aprons	2.00	320.00
2,100	sq. yds.	Portland Cement Concrete Base	1.35	2,835.00
1,100	lin. ft.	½" Expansion Joints	0.10	110.00
500	only	Dowels	0.15	75.00
20	tons	Class "A" Asphaltic Concrete	6.20	124.00
1,200	tons	Class "B" Asphaltic Concrete	6.20	7,440.00
565	tons	Cutback Asphalt Wearing Surface	6.20	3,503.00
			Subtotal	$ 20,514
			10% Engr. & Cont.	2,051
			Total	$ 22,565

Length 0.450 mile
Cost per mile $ 50,144

FAGM Funds Requested:

22' Roadway- - - - - - - - - - - - - - - - - - - -	$ 11,154
44' Roadway- - - - - - - - - - - - - - - - - - - -	22,565
	$ 33,719

State Funds for Construction: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 88, Laws 1931
State Funds for Maintenance: Chap. 41, Laws 1927; Chap. 88, Laws 1931

RECEIVED
JUL 29 1937
FOR FILING
122-B

July 21, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of revised estimate as basis for project agreement for the McMinnville Section, Project No. FAGH 122-B.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

Oregon State Highway Department

Federal Aid Grade
Crossing Elimination
Project No. FAGM 129-B

McMINNVILLE SECTION OF THE PACIFIC HIGHWAY WEST IN YAMHILL COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 19, 1937

COMPLETED FEDERAL AID WORK

Total Cost, Roadway	$ 24,224.60
Federal Aid Paid, Roadway	$ 2,311.21
Emergency Construction Funds Paid, Roadway	$ 5,392.84
NRH Funds Paid, Roadway	$ 16,147.25
Length	1.428 miles

22' Portland Cement Concrete Pavement
(Sta. 61+95.4 to 81+76.0 = 0+00 to 84+70)

All Required		Clearing and Grubbing		$ 1,446.00
380	cu. yds.	Trench Excavation	$ 1.25	475.00
37,200	cu. yds.	Excavation, Single Classif.	0.18	6,696.00
58,000	yd. sta.	Overhaul	0.01	580.00
12,000	yd. mi.	Truck Haul	0.12	1,440.00
1.79	miles	Finishing Roadbed and Slopes	100.00	179.00
1,200	sq. yds.	Removal of Old Pavement	0.20	240.00
300	lin. ft.	8" Porous Drain Tile	0.70	210.00
530	lin. ft.	12" Concrete Pipe	1.25	662.50
200	lin. ft.	18" Concrete Pipe	2.50	500.00
130	lin. ft.	24" Concrete Pipe	3.50	455.00
160	lin. ft.	48" Concrete Pipe	10.00	1,600.00
35	lin. ft.	Pavement Cutting	0.70	24.50
11,000	cu. yds.	Rock Base	1.30	14,300.00
2,500	cu. yds.	1" - 0" Materials in Shoulders & Surfacing	2.00	5,000.00
830	cu. yds.	1" - 0" Materials in Cushion Course	1.80	1,494.00
350	cu. yds.	½" - 0" Materials in Cushion Course	1.80	630.00
450	cu. yds.	Filler	0.60	270.00
450	yd. mi.	Hauling Filler	0.20	90.00
23,200	sq. yds.	Portland Cement Concrete Pavement	1.50	34,800.00
2,500	lin. ft.	½" Expansion Joints	0.15	375.00

12,300	lin. ft.	Contraction Joints	$ 0.03	$ 369.00
12,300	only	Dowels	0.15	1,845.00
9,800	lbs.	Tie Bars and Reinforcement	0.05	490.00
105	tons	Class "A" Asphaltic Concrete	6.20	651.00
25	tons	Outback Asphalt Wearing Surface	6.20	155.00
70	cu. yds.	Mineral Aggregate in Place	4.00	280.00
9	tons	No. 3 Oil in Place	40.00	360.00
			Subtotal	$ 75,617
			10% Engr. & Cont.	7,561
			Total	$ 83,178

Length	1.795 miles
Cost per mile	$ 46,338

FAGH Funds Requested- -$ 83,178

State Funds for Construction: Chap. 173, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. 122-B

POST OFFICE BUILDING
PORTLAND, OREGON

July 3, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Receipt is acknowledged of project agreement estimate covering Oregon FAGH 122-B and FAGM 122-B, McMinnville Section, West Side Pacific Highway.

The question has been raised as to the proper method of submission in view of paragraph (h) in Mr. MacDonald's memorandum of February 11, 1937, relative to the rules and regulations for grade crossing funds, a copy of which was forwarded to you on February 15, 1937.

Paragraph (h) refers specifically to grade separation projects and its purpose is to avoid any confusion due to the submission of a portion of a separation structure and its approaches in one project and the remaining portion in another project, especially where the structure itself is partly within and partly without a municipality. The same objection to the separation of an improvement into projects one within and one without a municipality does not hold in the case of highway improvements or highway relocation project, and in general, separate projects should be submitted for such improvements separating the work within a municipality from that without, except where a project is located along the corporate limits or the portion of an improvement either within or without a municipality is only a very small part of the total, in either of which events, it would be permissible to submit the entire improvement under one project designation.

It will therefore be necessary to carry out this work under two separate project agreements and it is requested that the estimate be submitted on separate sheets in the form for two totally separate projects. Five additional copies of the title sheet are also needed.

The estimate submitted with your letter of June 30, 1937, are herewith returned.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

For

Encl.

Oregon State Highway Department

Federal Aid Grade Crossing
Elimination Project No. 122-B

McMINNVILLE SECTION OF THE
PACIFIC HIGHWAY WEST IN YAMHILL COUNTY

(Estimate as basis for projet agreement. Based on low bid prices.)

Salem, Oregon, June 16, 1937

COMPLETED FEDERAL AID WORK

Total Cost, Roadway- -	$ 24,224.60
Federal Aid Paid, Roadway- -	$ 2,311.21
Emergency Construction Funds Paid, Roadway - - - - - - - - - - - -	$ 5,392.84
NRH Funds Paid, Roadway- -	$ 16,147.25
Length -	1.628 miles

PROJECT NO. FAGH 122-B

22' Portland Cement Concrete Pavement
(Sta. 61+85.4 to 51+76.9 = 0+00 to 84+70)

All Required		Clearing and Grubbing		$ 1,446.00
380	cu. yds.	Trench Excavation	$ 1.25	475.00
37,200	cu. yds.	Excavation, Single Classif.	0.18	6,696.00
58,000	yd. sta.	Overhaul	0.01	580.00
12,000	yd. mi.	Truck Haul	0.12	1,440.00
1.79	miles	Finishing Roadbed and Slopes	100.00	179.00
1,200	sq. yds.	Removal of Old Pavement	0.20	240.00
300	lin. ft.	8" Porous Drain Tile	0.70	210.00
530	lin. ft.	12" Concrete Pipe	1.25	662.50
200	lin. ft.	18" Concrete Pipe	2.50	500.00
130	lin. ft.	24" Concrete Pipe	3.50	455.00
160	lin. ft.	48" Concrete Pipe	10.00	1,600.00
35	lin. ft.	Pavement Cutting	0.70	24.50
11,000	cu. yds.	Rock Base	1.30	14,300.00
2,500	cu. yds.	1" - 0" Materials in Shoulders & Surfacing	2.00	5,000.00
830	cu. yds.	1" - 0" Materials in Cushion Course	1.80	1,494.00
350	cu. yds.	½" - 0" Materials in Cushion Course	1.80	630.00
450	cu. yds.	Filler	0.60	270.00
450	yd. mi.	Hauling Filler	0.20	90.00

23,200	sq. yds.	Portland Cement Concrete Pavement	$ 1.50	$ 34,800.00
2,500	lin. ft.	½" Expansion Joints	0.15	375.00
12,300	lin. ft.	Contraction Joints	0.03	369.00
12,300	only	Dowels	0.15	1,845.00
9,800	lbs.	Tie Bars and Reinforcement	0.05	490.00
105	tons	Class "A" Asphaltic Concrete	6.20	651.00
25	tons	Cutback Asphalt Wearing Surface	6.20	155.00
70	cu. yds.	Mineral Aggregate in Place	4.00	280.00
9	tons	No. 3 Oil in Place	40.00	360.00
		Subtotal		$ 75,617
		10% Engr. & Cont.		7,561
		Total		$ 83,178

Length 1.795 miles
Cost per mile $ 46,338

PROJECT NO. FAGM 122-B

22' Portland Cement Concrete Pavement
(Sta. 84+70 to 97+20)

All Required		Clearing and Grubbing		$ 191.00
80	cu. yds.	Trench Excavation	$ 1.25	100.00
4,900	cu. yds.	Excavation, Single Classif.	0.18	882.00
5,000	yds. sta.	Overhaul	0.01	50.00
0.24	mile	Finishing Roadbed and Slopes	100.00	24.00
220	lin. ft.	12" Concrete Pipe	1.25	275.00
70	lin. ft.	24" Concrete Pipe	3.50	245.00
2	only	Concrete Catch Inlets	15.00	30.00
1,500	cu. yds.	Rock Base	1.30	1,950.00
350	cu. yds.	1" – 0" Materials in Shoulders and Surfacing	2.00	700.00
120	cu. yds.	1" – 0" Materials in Cushion Course	1.80	216.00
50	cu. yds.	½" – 0" Materials in Cushion Course	1.80	90.00
50	cu. yds.	Filler	0.60	30.00
50	yd. mi.	Hauling Filler	0.20	10.00
3,100	sq. yds.	Portland Cement Concrete Pavement	1.50	4,650.00
350	lin. ft.	½" Expansion Joints	0.15	52.50
1,600	lin. ft.	Contraction Joints	0.03	48.00
1,600	only	Dowels	0.15	240.00
1,200	lbs.	Tie Bars and Reinforcement	0.05	60.00

25	tons	Class "A" Asphaltic Concrete	$ 6.20	$ 155.00
10	tons	Cutback Asphalt Wearing Surface	6.20	62.00
10	cu. yds.	Mineral Aggregate in Place	4.00	40.00
1	ton	No. 3 Road Oil in Place	40.00	40.00
		Subtotal		$ 10,140
		10% Engr. & Cont.		1,014
		Total		$ 11,154

Length 0.237 mile
Cost per mile $ 47,063

44' Asphaltic Concrete Pavement
(Sta. 97+20 to 120+98.5)

All Required		Clearing and Grubbing		$ 363.00
70	cu. yds.	Trench Excavation	$ 1.25	87.50
900	cu. yds.	Excavation, Single Classif.	0.18	162.00
1,000	yd. mi.	Truck Haul	0.12	120.00
600	sq. yds.	Removal of Sidewalks	0.10	60.00
4,800	lin. ft.	Removal of Curbs	0.05	240.00
28	only	Removal of Inlets	2.50	70.00
300	lin. ft.	6" Sewer Pipe	0.60	180.00
35	lin. ft.	Pavement Cutting	0.70	24.50
30	only	Concrete Catch Inlets	15.00	450.00
290	cu. yds.	Concrete Curb and Gutter	15.00	4,350.00
160	sq. yds.	Concrete Driveway Aprons	2.00	320.00
2,100	sq. yds.	Portland Cement Concrete Base	1.35	2,835.00
1,100	lin. ft.	1" Expansion Joints	0.10	110.00
500	only	Dowels	0.15	75.00
20	tons	Class "A" Asphaltic Concrete	6.20	124.00
1,200	tons	Class "B" Asphaltic Concrete	6.20	7,440.00
565	tons	Cutback Asphalt Wearing Surface	6.20	3,503.00
		Subtotal		$ 20,514
		10% Engr. & Cont.		2,051
		Total		$ 22,565

Length 0.450 mile
Cost per mile $ 50,144

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	FAGH Funds	FAGM Funds
Proj. No. FAGH 122-B	$ 83,178	$ 83,178	$ - -
" " FAGM 122-B:-			
22' Roadway	11,154	- -	11,154
44' Roadway	22,565	- -	22,565
	$ 116,897	$ 83,178	$ 33,719

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 88, laws 1931
State Funds for Maintenance: Chap. 41, laws 1931; Chap. 88, laws 1931

Oregon State Highway Department — **Federal Aid Grade Crossing Elimination Project No. 122-B**

McMINNVILLE SECTION OF THE

PACIFIC HIGHWAY WEST IN YAMHILL COUNTY

(Estimate as basis for projet agreement. Based on low bid prices.)

Salem, Oregon, June 16, 1937

COMPLETED FEDERAL AID WORK

Total Cost, Roadway- -	$ 24,224.60
Federal Aid Paid, Roadway- -	$ 2,311.21
Emergency Construction Funds Paid, Roadway - - - - - - - - - - - -	$ 5,392.84
NRH Funds Paid, Roadway- -	$ 16,147.25
Length -	1.628 miles

PROJECT NO. FAGM 122-B

22' Portland Cement Concrete Pavement
(Sta. 61+85.4 to 51+76.9 = 0+00 to 84+70)

All Required		Clearing and Grubbing		$ 1,446.00
380	cu. yds.	Trench Excavation	$ 1.25	475.00
37,200	cu. yds.	Excavation, Single Classif.	0.18	6,696.00
58,000	yd. sta.	Overhaul	0.01	580.00
12,000	yd. mi.	Truck Haul	0.12	1,440.00
1.79	miles	Finishing Roadbed and Slopes	100.00	179.00
1,200	sq. yds.	Removal of Old Pavement	0.20	240.00
300	lin. ft.	8" Porous Drain Tile	0.70	210.00
530	lin. ft.	12" Concrete Pipe	1.25	662.50
200	lin. ft.	18" Concrete Pipe	2.50	500.00
130	lin. ft.	24" Concrete Pipe	3.50	455.00
160	lin. ft.	48" Concrete Pipe	10.00	1,600.00
35	lin. ft.	Pavement Cutting	0.70	24.50
11,000	cu. yds.	Rock Base	1.30	14,300.00
2,500	cu. yds.	1" - 0" Materials in Shoulders & Surfacing	2.00	5,000.00
830	cu. yds.	1" - 0" Materials in Cushion Course	1.80	1,494.00
350	cu. yds.	½" - 0" Materials in Cushion Course	1.80	630.00
450	cu. yds.	Filler	0.60	270.00
450	yds. mi.	Hauling Filler	0.20	90.00

23,200	sq. yds.	Portland Cement Concrete Pavement	$ 1.50	$ 34,800.00
2,500	lin. ft.	¾" Expansion Joints	0.15	375.00
12,300	lin. ft.	Contraction Joints	0.03	369.00
12,300	only	Dowels	0.15	1,845.00
9,800	lbs.	Tie Bars and Reinforcement	0.05	490.00
105	tons	Class "A" Asphaltic Concrete	6.20	651.00
25	tons	Cutback Asphalt Wearing Surface	6.20	155.00
70	cu. yds.	Mineral Aggregate in Place	4.00	280.00
9	tons	No. 3 Oil in Place	40.00	360.00
			Subtotal	$ 75,617
			10% Engr. & Cont.	7,561
			Total	$ 83,178

Length 1.795 miles
Cost per mile $ 46,338

PROJECT NO. FAGM 122-B

22' Portland Cement Concrete Pavement (Sta. 84+70 to 97+20)

All Required		Clearing and Grubbing		$ 191.00
80	cu. yds.	Trench Excavation	$ 1.25	100.00
4,900	cu. yds.	Excavation, Single Classif.	0.18	882.00
5,000	yd. sta.	Overhaul	0.01	50.00
0.24	mile	Finishing Roadbed and Slopes	100.00	24.00
220	lin. ft.	12" Concrete Pipe	1.25	275.00
70	lin. ft.	24" Concrete Pipe	3.50	245.00
2	only	Concrete Catch Inlets	15.00	30.00
1,500	cu. yds.	Rock Base	1.30	1,950.00
350	cu. yds.	1" - 0" Materials in Shoulders and Surfacing	2.00	700.00
120	cu. yds.	1" - 0" Materials in Cushion Course	1.80	216.00
50	cu. yds.	¾" - 0" Materials in Cushion Course	1.80	90.00
50	cu. yds.	Filler	0.60	30.00
50	yds. mi.	Hauling Filler	0.20	10.00
3,100	sq. yds.	Portland Cement Concrete Pavement	1.50	4,650.00
350	lin. ft.	¾" Expansion Joints	0.15	52.50
1,600	lin. ft.	Contraction Joints	0.03	48.00
1,600	only	Dowels	0.15	240.00
1,200	lbs.	Tie Bars and Reinforcement	0.05	60.00

25	tons	Class "A" Asphaltic Concrete	$ 6.20	$ 155.00
10	tons	Cutback Asphalt Wearing Surface	6.20	62.00
10	cu. yds.	Mineral Aggregate in Place	4.00	40.00
1	ton	No. 3 Road Oil in Place	40.00	40.00
		Subtotal		$ 10,140
		10% Engr. & Cont.		1,014
		Total		$ 11,154
		Length	0.237 mile	
		Cost per mile	$ 47,063	

44' Asphaltic Concrete Pavement
(Sta. 97+20 to 120+98.5)

All Required		Clearing and Grubbing		$ 363.00
70	cu. yds.	Trench Excavation	$ 1.25	87.50
900	cu. yds.	Excavation, Single Classif.	0.18	162.00
1,000	yd. mi.	Truck Haul	0.12	120.00
600	sq. yds.	Removal of Sidewalks	0.10	60.00
4,800	lin. ft.	Removal of Curbs	0.05	240.00
28	only	Removal of Inlets	2.50	70.00
300	lin. ft.	6" Sewer Pipe	0.60	180.00
35	lin. ft.	Pavement Cutting	0.70	24.50
30	only	Concrete Catch Inlets	15.00	450.00
290	cu. yds.	Concrete Curb and Gutter	15.00	4,350.00
160	sq. yds.	Concrete Driveway Aprons	2.00	320.00
2,100	sq. yds.	Portland Cement Concrete Base	1.35	2,835.00
1,100	lin. ft.	½" Expansion Joints	0.10	110.00
500	only	Dowels	0.15	75.00
20	tons	Class "A" Asphaltic Concrete	6.20	124.00
1,200	tons	Class "B" Asphaltic Concrete	6.20	7,440.00
565	tons	Cutback Asphalt Wearing Surface	6.20	3,503.00
		Subtotal		$ 20,514
		10% Engr. & Cont.		2,051
		Total		$ 22,565
		Length	0.450 mile	
		Cost per mile	$ 50,144	

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	FAGH Funds	FAGM Funds
Proj. No. FAGH 122-B	$ 83,178	$ 83,178	$ --
" " FAGM 122-B-			
22' Roadway	11,154	--	11,154
44' Roadway	22,565	--	22,565
	$ 116,897	$ 83,178	$ 33,719

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 88, laws 1931
State Funds for Maintenance: Chap. 41, laws 1931; Chap. 88, laws 1931

Oregon State Highway Department

Federal Aid Grade Crossing
Elimination Project No. 122-B

McMINNVILLE SECTION OF THE

PACIFIC HIGHWAY WEST IN YAMHILL COUNTY

(Estimate as basis for projet agreement. Based on low bid prices.)

Salem, Oregon, June 16, 1937

COMPLETED FEDERAL AID WORK

Total Cost, Roadway- -	$ 24,224.60
Federal Aid Paid, Roadway- -	$ 2,311.21
Emergency Construction Funds Paid, Roadway - - - - - - - - - - - - -	$ 5,392.84
NRH Funds Paid, Roadway- -	$ 16,147.25
Length -	1.628 miles

PROJECT NO. FAGH 122-B

22' Portland Cement Concrete Pavement
(Sta. 61+85.4 to 51+76.9 = 0+00 to 84+70)

All Required		Clearing and Grubbing		$ 1,446.00
380	cu. yds.	Trench Excavation	$ 1.25	475.00
37,200	cu. yds.	Excavation, Single Classif.	0.18	6,696.00
58,000	yd. sta.	Overhaul	0.01	580.00
12,000	yd. mi.	Truck Haul	0.12	1,440.00
1.79	miles	Finishing Roadbed and Slopes	100.00	179.00
1,200	sq. yds.	Removal of Old Pavement	0.20	240.00
300	lin. ft.	8" Porous Drain Tile	0.70	210.00
530	lin. ft.	12" Concrete Pipe	1.25	662.50
200	lin. ft.	18" Concrete Pipe	2.50	500.00
130	lin. ft.	24" Concrete Pipe	3.50	455.00
160	lin. ft.	48" Concrete Pipe	10.00	1,600.00
35	lin. ft.	Pavement Cutting	0.70	24.50
11,000	cu. yds.	Rock Base	1.30	14,300.00
2,500	cu. yds.	1" - 0" Materials in Shoulders & Surfacing	2.00	5,000.00
830	cu. yds.	1" - 0" Materials in Cushion Course	1.80	1,494.00
350	cu. yds.	½" - 0" Materials in Cushion Course	1.80	630.00
450	cu. yds.	Filler	0.60	270.00
450	yd. mi.	Hauling Filler	0.20	90.00

23,200	sq. yds.	Portland Cement Concrete Pavement	$ 1.50	$ 34,800.00
2,500	lin. ft.	¾" Expansion Joints	0.15	375.00
12,300	lin. ft.	Contraction Joints	0.03	369.00
12,300	only	Dowels	0.15	1,845.00
9,800	lbs.	Tie Bars and Reinforcement	0.05	490.00
105	tons	Class "A" Asphaltic Concrete	6.20	651.00
25	tons	Cutback Asphalt Wearing Surface	6.20	155.00
70	cu. yds.	Mineral Aggregate in Place	4.00	280.00
9	tons	No. 3 Oil in Place	40.00	360.00

Subtotal $ 75,617

10% Engr. & Cont. 7,561

Total $ 83,178

Length 1.795 miles

Cost per mile $ 46,338

PROJECT NO. FAGM 122-B

22' Portland Cement Concrete Pavement
(Sta. 84+70 to 97+20)

All Required		Clearing and Grubbing		$ 191.00
80	cu. yds.	Trench Excavation	$ 1.25	100.00
4,900	cu. yds.	Excavation, Single Classif.	0.18	882.00
5,000	yd. sta.	Overhaul	0.01	50.00
0.24	mile	Finishing Roadbed and Slopes	100.00	24.00
220	lin. ft.	12" Concrete Pipe	1.25	275.00
70	lin. ft.	24" Concrete Pipe	3.50	245.00
2	only	Concrete Catch Inlets	15.00	30.00
1,500	cu. yds.	Rock Base	1.30	1,950.00
350	cu. yds.	1" - 0" Materials in Shoulders and Surfacing	2.00	700.00
120	cu. yds.	1" - 0" Materials in Cushion Course	1.80	216.00
50	cu. yds.	½" - 0" Materials in Cushion Course	1.80	90.00
50	cu. yds.	Filler	0.60	30.00
50	yd. mi.	Hauling Filler	0.20	10.00
3,100	sq. yds.	Portland Cement Concrete Pavement	1.50	4,650.00
350	lin. ft.	¾" Expansion Joints	0.15	52.50
1,600	lin. ft.	Contraction Joints	0.03	48.00
1,600	only	Dowels	0.15	240.00
1,200	lbs.	Tie Bars and Reinforcement	0.05	60.00

25	tons	Class "A" Asphaltic Concrete	$ 6.20	$ 155.00
10	tons	Cutback Asphalt Wearing Surface	6.20	62.00
10	cu. yds.	Mineral Aggregate in Place	4.00	40.00
1	ton	No. 3 Road Oil in Place	40.00	40.00
			Subtotal	$ 10,140
			10% Engr. & Cont.	1,014
			Total	$ 11,154

Length 0.237 mile
Cost per mile $ 47,063

44' Asphaltic Concrete Pavement
(Sta. 97+20 to 120+98.5)

All Required		Clearing and Grubbing		$ 363.00
70	cu. yds.	Trench Excavation	$ 1.25	87.50
900	cu. yds.	Excavation, Single Classif.	0.18	162.00
1,000	yd. mi.	Truck Haul	0.12	120.00
600	sq. yds.	Removal of Sidewalks	0.10	60.00
4,800	lin. ft.	Removal of Curbs	0.05	240.00
28	only	Removal of Inlets	2.50	70.00
300	lin. ft.	6" Sewer Pipe	0.60	180.00
35	lin. ft.	Pavement Cutting	0.70	24.50
30	only	Concrete Catch Inlets	15.00	450.00
290	cu. yds.	Concrete Curb and Gutter	15.00	4,350.00
160	sq. yds.	Concrete Driveway Aprons	2.00	320.00
2,100	sq. yds.	Portland Cement Concrete Base	1.35	2,835.00
1,100	lin. ft.	½" Expansion Joints	0.10	110.00
500	only	Dowels	0.15	75.00
20	tons	Class "A" Asphaltic Concrete	6.20	124.00
1,200	tons	Class "B" Asphaltic Concrete	6.20	7,440.00
565	tons	Cutback Asphalt Wearing Surface	6.20	3,503.00
			Subtotal	$ 20,514
			10% Engr. & Cont.	2,051
			Total	$ 22,565

Length 0.450 mile
Cost per mile $ 50,144

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	FAGH Funds	FAGM Funds
Proj. No. FAGH 122-B	$ 83,178	$ 83,178	$ - -
" " FAGM 122-B:-			
22' Roadway	11,154	- -	11,154
44' Roadway	22,565	- -	22,565
	$ 116,897	$ 83,178	$ 33,719

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 88, laws 1931
State Funds for Maintenance: Chap. 41, laws 1931; Chap. 88, laws 1931

Oregon State Highway Department

Federal Aid Grade Crossing
Elimination Project No. 122-B

MCMINNVILLE SECTION OF THE
PACIFIC HIGHWAY WEST IN YAMHILL COUNTY

(Estimate as basis for projet agreement. Based on low bid prices.)

Salem, Oregon, June 16, 1937

COMPLETED FEDERAL AID WORK

Total Cost, Roadway	$ 24,224.60
Federal Aid Paid, Roadway	$ 2,311.21
Emergency Construction Funds Paid, Roadway	$ 5,392.84
NRH Funds Paid, Roadway	$ 16,147.25
Length	1.628 miles

PROJECT NO. FAGM 122-B

22' Portland Cement Concrete Pavement
(Sta. 61+85.4 to 51+76.9 = 0+00 to 84+70)

All Required		Clearing and Grubbing		$ 1,440.00
380	cu. yds.	Trench Excavation	$ 1.25	475.00
37,200	cu. yds.	Excavation, Single Classif.	0.18	6,696.00
58,000	yd. sta.	Overhaul	0.01	580.00
12,000	yd. mi.	Truck Haul	0.12	1,440.00
1.79	miles	Finishing Roadbed and Slopes	100.00	179.00
1,200	sq. yds.	Removal of Old Pavement	0.20	240.00
300	lin. ft.	8" Porous Drain Tile	0.70	210.00
530	lin. ft.	12" Concrete Pipe	1.25	662.50
200	lin. ft.	18" Concrete Pipe	2.50	500.00
130	lin. ft.	24" Concrete Pipe	3.50	455.00
160	lin. ft.	48" Concrete Pipe	10.00	1,600.00
35	lin. ft.	Pavement Cutting	0.70	24.50
11,000	cu. yds.	Rock Base	1.30	14,300.00
2,500	cu. yds.	1" - 0" Materials in Shoulders & Surfacing	2.00	5,000.00
830	cu. yds.	1" - 0" Materials in Cushion Course	1.80	1,494.00
350	cu. yds.	½" - 0" Materials in Cushion Course	1.80	630.00
450	cu. yds.	Filler	0.60	270.00
450	yd. mi.	Hauling Filler	0.20	90.00

23,200	sq. yds.	Portland Cement Concrete Pavement	$ 1.50	$ 34,800.00
2,500	lin. ft.	½" Expansion Joints	0.15	375.00
12,300	lin. ft.	Contraction Joints	0.03	369.00
12,300	only	Dowels	0.15	1,845.00
9,800	lbs.	Tie Bars and Reinforcement	0.05	490.00
105	tons	Class "A" Asphaltic Concrete	6.20	651.00
25	tons	Cutback Asphalt Wearing Surface	6.20	155.00
70	cu. yds.	Mineral Aggregate in Place	4.00	280.00
9	tons	No. 3 Oil in Place	40.00	360.00
		Subtotal		$ 73,617
		10% Engr. & Cont.		7,561
		Total		$ 83,178

Length 1.795 miles
Cost per mile $ 46,338

PROJECT NO. FAGM 122-B

22' Portland Cement Concrete Pavement
(Sta. 84+70 to 97+20)

All Required		Clearing and Grubbing		$ 191.00
80	cu. yds.	Trench Excavation	$ 1.25	100.00
4,900	cu. yds.	Excavation, Single Classif.	0.18	882.00
5,000	yd. sta.	Overhaul	0.01	50.00
0.24	mile	Finishing Roadbed and Slopes	100.00	24.00
220	lin. ft.	12" Concrete Pipe	1.25	275.00
70	lin. ft.	24" Concrete Pipe	3.50	245.00
2	only	Concrete Catch Inlets	15.00	30.00
1,500	cu. yds.	Rock Base	1.30	1,950.00
350	cu. yds.	1" - 0" Materials in Shoulders and Surfacing	2.00	700.00
120	cu. yds.	1" - 0" Materials in Cushion Course	1.80	216.00
50	cu. yds.	½" - 0" Materials in Cushion Course	1.80	90.00
50	cu. yds.	Filler	0.60	30.00
50	yd. mi.	Hauling Filler	0.20	10.00
3,100	sq. yds.	Portland Cement Concrete Pavement	1.50	4,650.00
350	lin. ft.	½" Expansion Joints	0.15	52.50
1,600	lin. ft.	Contraction Joints	0.03	48.00
1,600	only	Dowels	0.15	240.00
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10	cu. yds.	Mineral Aggregate in Place	4.00	40.00
1	ton	No. 3 Road Oil in Place	40.00	40.00
			Subtotal	$ 10,140
			10% Engr. & Cont.	1,014
			Total	$ 11,154

Length 0.237 mile
Cost per mile $ 47,063

44' Asphaltic Concrete Pavement
(Sta. 97+20 to 120+98.5)

All Required		Clearing and Grubbing		$ 363.00
70	cu. yds.	Trench Excavation	$ 1.25	87.50
900	cu. yds.	Excavation, Single Classif.	0.18	162.00
1,000	yd. mi.	Truck Haul	0.12	120.00
600	sq. yds.	Removal of Sidewalks	0.10	60.00
4,800	lin. ft.	Removal of Curbs	0.05	240.00
28	only	Removal of Inlets	2.50	70.00
300	lin. ft.	6" Sewer Pipe	0.60	180.00
35	lin. ft.	Pavement Cutting	0.70	24.50
30	only	Concrete Catch Inlets	15.00	450.00
290	cu. yds.	Concrete Curb and Gutter	15.00	4,350.00
160	sq. yds.	Concrete Driveway Aprons	2.00	320.00
2,100	sq. yds.	Portland Cement Concrete Base	1.35	2,835.00
1,100	lin. ft.	½" Expansion Joints	0.10	110.00
500	only	Dowels	0.15	75.00
20	tons	Class "A" Asphaltic Concrete	6.20	124.00
1,200	tons	Class "B" Asphaltic Concrete	6.20	7,440.00
565	tons	Cutback Asphalt Wearing Surface	6.20	3,503.00
			Subtotal	$ 20,514
			10% Engr. & Cont.	2,051
			Total	$ 22,565

Length 0.450 mile
Cost per mile $ 50,144

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	FAGH Funds	FAGH Funds
Proj. No. FAGH 122-B	$ 83,178	$ 83,178	$ --
" " FAGH 122-B-			
22' Roadway	11,154	--	11,154
44' Roadway	22,565	--	22,565
	$ 116,897	$ 83,178	$ 33,719

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 88, laws 1931
State Funds for Maintenance: Chap. 41, laws 1931; Chap. 88, laws 1931

Oregon State Highway Department

Federal Aid Grade Crossing
Elimination Project No. 122-B

MCMINNVILLE SECTION OF THE
PACIFIC HIGHWAY WEST IN YAMHILL COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 16, 1937

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Emergency Construction Funds Paid, Roadway - - - - - - - - - - - -	$ 5,392.84
NRH Funds Paid, Roadway- -	$ 16,147.25
Length -	1.628 miles

PROJECT NO. FAGM 122-B

22' Portland Cement Concrete Pavement
(Sta. 61+85.4 to 51+76.9 = 0+00 to 84+70)

All Required		Clearing and Grubbing		$ 1,446.00
380	cu. yds.	Trench Excavation	$ 1.25	475.00
37,200	cu. yds.	Excavation, Single Classif.	0.18	6,696.00
58,000	yd. sta.	Overhaul	0.01	580.00
12,000	yd. mi.	Truck Haul	0.12	1,440.00
1.79	miles	Finishing Roadbed and Slopes	100.00	179.00
1,200	sq. yds.	Removal of Old Pavement	0.20	240.00
2,300	lin. ft.	8" Porous Drain Tile	0.70	1,610.00
530	lin. ft.	12" Concrete Pipe	1.25	662.50
200	lin. ft.	18" Concrete Pipe	2.50	500.00
130	lin. ft.	24" Concrete Pipe	3.50	455.00
160	lin. ft.	48" Concrete Pipe	10.00	1,600.00
35	lin. ft.	Pavement Cutting	0.70	24.50
11,000	cu. yds.	Rock Base	1.30	14,300.00
2,500	cu. yds.	1" - 0" Materials in Shoulders & Surfacing	2.00	5,000.00
830	cu. yds.	1" - 0" Materials in Cushion Course	1.80	1,494.00
350	cu. yds.	½" - 0" Materials in Cushion Course	1.80	630.00
450	cu. yds.	Filler	0.60	270.00
450	yd. mi.	Hauling Filler	0.20	90.00

23,200	sq. yds.	Portland Cement Concrete Pavement	$ 1.50	$ 34,800.00
2,500	lin. ft.	¾" Expansion Joints	0.15	375.00
12,300	lin. ft.	Contraction Joints	0.03	369.00
12,300	only	Dowels	0.15	1,845.00
9,800	lbs.	Tie Bars and Reinforcement	0.05	490.00
105	tons	Class "A" Asphaltic Concrete	6.20	651.00
25	tons	Cutback Asphalt Wearing Surface	6.20	155.00
70	cu. yds.	Mineral Aggregate in Place	4.00	280.00
9	tons	No. 5 Oil in Place	40.00	360.00
			Subtotal	$ 75,617
			10% Engr. & Cont.	7,561
			Total	$ 83,178

Length 1.795 miles

Cost per mile $ 46,338

PROJECT NO. FAGM 122-B

22' Portland Cement Concrete Pavement (Sta. 94+70 to 97+20)

All Required		Clearing and Grubbing		$ 191.00
80	cu. yds.	Trench Excavation	$ 1.25	100.00
4,900	cu. yds.	Excavation, Single Classif.	0.18	882.00
5,000	yd. sta.	Overhaul	0.01	50.00
0.24	mile	Finishing Roadbed and Slopes	100.00	24.00
220	lin. ft.	12" Concrete Pipe	1.25	275.00
70	lin. ft.	24" Concrete Pipe	3.50	245.00
2	only	Concrete Catch Inlets	15.00	30.00
1,500	cu. yds.	Rock Base	1.30	1,950.00
350	cu. yds.	1" - 0" Materials in Shoulders and Surfacing	2.00	700.00
120	cu. yds.	1" - 0" Materials in Cushion Course	1.80	216.00
50	cu. yds.	¾" - 0" Materials in Cushion Course	1.80	90.00
50	cu. yds.	Filler	0.60	30.00
50	yd. mi.	Hauling Filler	0.20	10.00
3,100	sq. yds.	Portland Cement Concrete Pavement	1.50	4,650.00
350	lin. ft.	¾" Expansion Joints	0.15	52.50
1,600	lin. ft.	Contraction Joints	0.03	48.00
1,600	only	Dowels	0.15	240.00
1,200	lbs.	Tie Bars and Reinforcement	0.05	60.00

25	tons	Class "A" Asphaltic Concrete	$ 6.20	$ 155.00
10	tons	Cutback Asphalt Wearing Surface	6.20	62.00
10	cu. yds.	Mineral Aggregate in Place	4.00	40.00
1	ton	No. 3 Road Oil in Place	40.00	40.00
		Subtotal		$ 10,140
		10% Engr. & Cont.		1,014
		Total		$ 11,154

Length 0.237 mile
Cost per mile $ 47,063

44' Asphaltic Concrete Pavement
(Sta. 97+20 to 120+98.5)

All Required		Clearing and Grubbing		$ 363.00
70	cu. yds.	Trench Excavation	$ 1.25	87.50
900	cu. yds.	Excavation, Single Classif.	0.18	162.00
1,000	yd. mi.	Truck Haul	0.12	120.00
600	sq. yds.	Removal of Sidewalks	0.10	60.00
4,800	lin. ft.	Removal of Curbs	0.05	240.00
28	only	Removal of Inlets	2.50	70.00
300	lin. ft.	6" Sewer Pipe	0.60	180.00
35	lin. ft.	Pavement Cutting	0.70	24.50
30	only	Concrete Catch Inlets	15.00	450.00
290	cu. yds.	Concrete Curb and Gutter	15.00	4,350.00
160	sq. yds.	Concrete Driveway Aprons	2.00	320.00
2,100	sq. yds.	Portland Cement Concrete Base	1.35	2,835.00
1,100	lin. ft.	½" Expansion Joints	0.10	110.00
500	only	Dowels	0.15	75.00
20	tons	Class "A" Asphaltic Concrete	6.20	124.00
1,200	tons	Class "B" Asphaltic Concrete	6.20	7,440.00
565	tons	Cutback Asphalt Wearing Surface	6.20	3,503.00
		Subtotal		$ 20,514
		10% Engr. & Cont.		2,051
		Total		$ 22,565

Length 0.450 mile
Cost per mile $ 50,144

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	FAGH Funds	FAGM Funds
Proj. No. FAGH 122-B	$ 83,178	$ 83,178	$ - -
" " FAGM 122-B:-			
22' Roadway	11,154	- -	11,154
44' Roadway	22,565	- -	22,565
	$ 116,897	$ 83,178	$ 33,719

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 88, laws 1931
State Funds for Maintenance: Chap. 41, laws 1931; Chap. 88, laws 1931

1M 8-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

RECEIVED
JUL 1 1937
FOR FILING
122-18

July 1, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Dear Sir: Attention: H. G. Smith, Construction Engineer

Herewith Order for Extra Work on Contract #1991. The new 24" pipe was staked and installed, and the matter of outlet ditch presented itself. I examined the installation and concluded that the pipe should be relaid on a different grade that would eliminate the necessity for a long outlet ditch on private property, which would be expensive and difficult as respects purchase of right of way, construction and maintenance. I ordered the pipe relaid.

Yours very truly,

F. D. EASON
Division Engineer

FDE:MM
Enc.
cc Mr. R. H. Baldock ✓

NOTED
State Highway Engineer

RECEIVED
JUL 29 1937
FOR FILING
122-B

June 30, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the McMinnville Section, Federal Aid Grade Crossing Projects Nos. FAGH 122-B and FAGM 122-B.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

J. W. Nash
Asst. Office Engineer

JWN:ER

Encl.

Oregon State Highway Department

Federal Aid Grade Crossing
Elimination Project No. 122-B

McMINNVILLE SECTION OF THE

PACIFIC HIGHWAY WEST IN YAMHILL COUNTY

(Estimate as basis for projet agreement. Based on low bid prices.)

Salem, Oregon, June 16, 1937

COMPLETED FEDERAL AID WORK

Total Cost, Roadway	$ 24,224.60
Federal Aid Paid, Roadway	$ 2,311.21
Emergency Construction Funds Paid, Roadway	$ 5,392.84
NRH Funds Paid, Roadway	$ 16,147.25
Length	1.628 miles

PROJECT NO. FAGM 122-B

22' Portland Cement Concrete Pavement
(Sta. 61+85.4 to 51+76.9 = 0+00 to 84+70)

All Required		Clearing and Grubbing		$ 1,446.00
380	cu. yds.	Trench Excavation	$ 1.25	475.00
37,200	cu. yds.	Excavation, Single Classif.	0.18	6,696.00
58,000	yd. sta.	Overhaul	0.01	580.00
12,000	yd. mi.	Truck Haul	0.12	1,440.00
1.79	miles	Finishing Roadbed and Slopes	100.00	179.00
1,200	sq. yds.	Removal of Old Pavement	0.20	240.00
300	lin. ft.	6" Porous Drain Tile	0.70	210.00
530	lin. ft.	12" Concrete Pipe	1.25	662.50
200	lin. ft.	18" Concrete Pipe	2.50	500.00
130	lin. ft.	24" Concrete Pipe	3.50	455.00
160	lin. ft.	48" Concrete Pipe	10.00	1,600.00
35	lin. ft.	Pavement Cutting	0.70	24.50
11,000	cu. yds.	Rock Base	1.30	14,300.00
2,500	cu. yds.	1" - 0" Materials in Shoulders & Surfacing	2.00	5,000.00
830	cu. yds.	1" - 0" Materials in Cushion Course	1.80	1,494.00
350	cu. yds.	½" - 0" Materials in Cushion Course	1.80	630.00
450	cu. yds.	Filler	0.60	270.00
450	yd. mi.	Hauling Filler	0.20	90.00

23,200	sq. yds.	Portland Cement Concrete Pavement	$ 1.50	$ 34,800.00
2,500	lin. ft.	¾" Expansion Joints	0.15	375.00
12,300	lin. ft.	Contraction Joints	0.03	369.00
12,300	only	Dowels	0.15	1,845.00
9,800	lbs.	Tie Bars and Reinforcement	0.05	490.00
105	tons	Class "A" Asphaltic Concrete	6.20	651.00
25	tons	Cutback Asphalt Wearing Surface	6.20	155.00
70	cu. yds.	Mineral Aggregate in Place	4.00	280.00
9	tons	No. 3 Oil in Place	40.00	360.00
		Subtotal		$ 75,617
		10% Engr. & Cont.		7,561
		Total		$ 83,178

Length	1.795 miles
Cost per mile	$ 46,338

PROJECT NO. FAGM 122-B

22' Portland Cement Concrete Pavement
(Sta. 84+70 to 97+20)

All Required		Clearing and Grubbing		$ 191.00
80	cu. yds.	Trench Excavation	$ 1.25	100.00
4,900	cu. yds.	Excavation, Single Classif.	0.18	882.00
5,000	yd. sta.	Overhaul	0.01	50.00
0.24	mile	Finishing Roadbed and Slopes	100.00	24.00
220	lin. ft.	12" Concrete Pipe	1.25	275.00
70	lin. ft.	24" Concrete Pipe	3.50	245.00
2	only	Concrete Catch Inlets	15.00	30.00
1,500	cu. yds.	Rock Base	1.30	1,950.00
350	cu. yds.	1" - 0" Materials in Shoulders and Surfacing	2.00	700.00
120	cu. yds.	1" - 0" Materials in Cushion Course	1.80	216.00
50	cu. yds.	½" - 0" Materials in Cushion Course	1.80	90.00
50	cu. yds.	Filler	0.60	30.00
50	yd. mi.	Hauling Filler	0.20	10.00
3,100	sq. yds.	Portland Cement Concrete Pavement	1.50	4,650.00
350	lin. ft.	¾" Expansion Joints	0.15	52.50
1,600	lin. ft.	Contraction Joints	0.03	48.00
1,600	only	Dowels	0.15	240.00
1,200	lbs.	Tie Bars and Reinforcement	0.05	60.00

25	tons	Class "A" Asphaltic Concrete	$ 6.20	$ 155.00
10	tons	Cutback Asphalt Wearing Surface	6.20	62.00
10	cu. yds.	Mineral Aggregate in Place	4.00	40.00
1	ton	No. 3 Road Oil in Place	40.00	40.00
		Subtotal		$ 10,140
		10% Engr. & Cont.		1,014
		Total		$ 11,154
		Length	0.237 mile	
		Cost per mile	$ 47,063	

44' Asphaltic Concrete Pavement
(Sta. 97+20 to 120+96.5)

All Required		Clearing and Grubbing		$ 363.00
70	cu. yds.	Trench Excavation	$ 1.25	87.50
900	cu. yds.	Excavation, Single Classif.	0.18	162.00
1,000	yd. mi.	Truck Haul	0.12	120.00
600	sq. yds.	Removal of Sidewalks	0.10	60.00
4,800	lin. ft.	Removal of Curbs	0.05	240.00
28	only	Removal of Inlets	2.50	70.00
300	lin. ft.	6" Sewer Pipe	0.60	180.00
35	lin. ft.	Pavement Cutting	0.70	24.50
30	only	Concrete Catch Inlets	15.00	450.00
290	cu. yds.	Concrete Curb and Gutter	15.00	4,350.00
160	sq. yds.	Concrete Driveway Aprons	2.00	320.00
2,100	sq. yds.	Portland Cement Concrete Base	1.35	2,835.00
1,100	lin. ft.	1" Expansion Joints	0.10	110.00
500	only	Dowels	0.15	75.00
20	tons	Class "A" Asphaltic Concrete	6.20	124.00
1,200	tons	Class "B" Asphaltic Concrete	6.20	7,440.00
565	tons	Cutback Asphalt Wearing Surface	6.20	3,503.00
		Subtotal		$ 20,514
		10% Engr. & Cont.		2,051
		Total		$ 22,565
		Length	0.450 mile	
		Cost per mile	$ 50,144	

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	FAGH Funds	FAGM Funds
Proj. No. FAGH 122-B	$ 83,178	$ 83,178	$ - -
" " FAGM 122-B-			
22' Roadway	11,154	- -	11,154
44' Roadway	22,565	- -	22,565
	$ 116,897	$ 83,178	$ 33,719

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 88, laws 1931
State Funds for Maintenance: Chap. 41, laws 1931; Chap. 98, laws 1931

Oregon State Highway Department

Federal Aid Grade Crossing
Elimination Project No. 122-B

McMINNVILLE SECTION OF THE

PACIFIC HIGHWAY WEST IN YAMHILL COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 16, 1937

COMPLETED FEDERAL AID WORK

Total Cost, Roadway	$ 24,[illegible].60
Federal Aid Paid, Roadway	$ 2,311.21
Emergency Construction Funds Paid, Roadway	$ 5,392.84
NRH Funds Paid, Roadway	$ 16,147.25
Length	1.628 miles

PROJECT NO. FAGM 122-B

22' Portland Cement Concrete Pavement
(Sta. 61+85.4 to 51+76.9 = 0+00 to 84+70)

All Required		Clearing and Grubbing		$ 1,446.00
380	cu. yds.	Trench Excavation	$ 1.25	475.00
37,200	cu. yds.	Excavation, Single Classif.	0.18	6,696.00
58,000	yd. sta.	Overhaul	0.01	580.00
12,000	yd. mi.	Truck Haul	0.12	1,440.00
1.79	miles	Finishing Roadbed and Slopes	100.00	179.00
1,200	sq. yds.	Removal of Old Pavement	0.20	240.00
300	lin. ft.	8" Porous Drain Tile	0.70	[illegible]
530	lin. ft.	12" Concrete Pipe	1.25	662.50
200	lin. ft.	18" Concrete Pipe	2.50	500.00
130	lin. ft.	24" Concrete Pipe	3.50	455.00
160	lin. ft.	48" Concrete Pipe	10.00	1,600.00
35	lin. ft.	Pavement Cutting	0.70	24.50
11,000	cu. yds.	Rock Base	1.30	14,300.00
2,500	cu. yds.	1" – 6" Materials in Shoulders & Surfacing	2.00	5,000.00
830	cu. yds.	1" – 6" Materials in Cushion Course	1.80	1,494.00
350	cu. yds.	¾" – 0" Materials in Cushion Course	1.80	630.00
450	cu. yds.	Filler	0.60	270.00
450	yd. mi.	Hauling Filler	0.20	90.00

23,200	sq. yds.	Portland Cement Concrete Pavement	$ 1.50	$ 34,800.00
2,500	lin. ft.	2" Expansion Joints	0.15	375.00
12,300	lin. ft.	Contraction Joints	0.03	369.00
12,300	only	Dowels	0.15	1,845.00
9,800	lbs.	Tie Bars and Reinforcement	0.05	490.00
105	tons	Class "A" Asphaltic Concrete	6.20	651.00
25	tons	Cutback Asphalt Wearing Surface	6.20	155.00
70	cu. yds.	Mineral Aggregate in Place	4.00	280.00
9	tons	No. 5 Oil in Place	40.00	360.00
			Subtotal	$ 75,617
			10% Engr. & Cont.	7,562
			Total	$ 83,179

Length 1.795 miles

Cost per mile $ 46,338

PROJECT NO. FAGM 122-B

22' Portland Cement Concrete Pavement (Sta. 84+70 to 97+20)

All Required		Clearing and Grubbing		$ 191.00
80	cu. yds.	Trench Excavation	$ 1.25	100.00
4,900	cu. yds.	Excavation, Single Classif.	0.18	882.00
5,000	yds. sta.	Overhaul	0.01	50.00
0.24	mile	Finishing Roadbed and Slopes	100.00	24.00
220	lin. ft.	12" Concrete Pipe	1.25	275.00
70	lin. ft.	24" Concrete Pipe	3.50	245.00
2	only	Concrete Catch Inlets	15.00	30.00
1,500	cu. yds.	Rock Base	1.30	1,950.00
350	cu. yds.	1" - 0" Materials in Shoulders and Surfacing	2.00	700.00
120	cu. yds.	1" - 0" Materials in Cushion Course	1.80	216.00
50	cu. yds.	3/4" - 0" Materials in Cushion Course	1.80	90.00
50	cu. yds.	Filler	0.60	30.00
50	yd. mi.	Hauling Filler	0.20	10.00
3,100	sq. yds.	Portland Cement Concrete Pavement	1.50	4,650.00
350	lin. ft.	2" Expansion Joints	0.15	52.50
1,600	lin. ft.	Contraction Joints	0.03	48.00
1,600	only	Dowels	0.15	240.00
1,200	lbs.	Tie Bars and Reinforcement	0.05	60.00

25	tons	Class "A" Asphaltic Concrete	$ 6.20	$ 155.00
10	tons	Cutback Asphalt Wearing Surface	6.20	62.00
10	cu. yds.	Mineral Aggregate in Place	4.00	40.00
1	ton	No. 3 Road Oil in Place	40.00	40.00
			Subtotal	$ 10,140
			10% Engr. & Cont.	1,014
			Total	$ 11,154

Length	0.237 mile
Cost per mile	$ 47,063

44' Asphaltic Concrete Pavement
(Sta. 97+20 to 120+98.5)

All Required		Clearing and Grubbing		$ 363.00
70	cu. yds.	Trench Excavation	$ 1.25	87.50
900	cu. yds.	Excavation, Single Classif.	0.18	162.00
1,000	yd. mi.	Truck Haul	0.12	120.00
600	sq. yds.	Removal of Sidewalks	0.10	60.00
4,800	lin. ft.	Removal of Curbs	0.05	240.00
28	only	Removal of Inlets	2.50	70.00
300	lin. ft.	6" Sewer Pipe	0.60	180.00
35	lin. ft.	Pavement Cutting	0.70	24.50
30	only	Concrete Catch Inlets	15.00	450.00
290	cu. yds.	Concrete Curb and Gutter	15.00	4,350.00
160	sq. yds.	Concrete Driveway Aprons	2.00	320.00
2,100	sq. yds.	Portland Cement Concrete Base	1.35	2,835.00
1,100	lin. ft.	1" Expansion Joints	0.10	110.00
500	only	Dowels	0.15	75.00
20	tons	Class "A" Asphaltic Concrete	6.20	124.00
1,200	tons	Class "B" Asphaltic Concrete	6.20	7,440.00
565	tons	Cutback Asphalt Wearing Surface	6.20	3,503.00
			Subtotal	$ 20,514
			10% Engr. & Cont.	2,051
			Total	$ 22,565

Length	0.450 mile
Cost per mile	$ 50,144

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	FAGE Funds	FAGM Funds
Proj. No. FAGM 122-B	$ 83,178	$ 83,178	$ - -
" " FAGM 122-B-			
22' Roadway	11,154	- -	11,154
44' Roadway	22,565	- -	22,565
	$ 116,897	$ 83,178	$ 33,719

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 88, laws 1931
State Funds for Maintenance: Chap. 41, laws 1931; Chap. 98, laws 1931

FORM 8-A-1 8M 3-37

COMMISSIONERS
~~HENRY F. CABELL, CHAIRMAN, PORTLAND~~
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JUN 29 1937
FOR FILING
122.6

June 28th, 1937

Mr. F. D. Eason
Division Engineer
Office

RE: McMinnville - Baker Street
Tree Moving

Dear Sir:

A difficulty has arisen in the moving and transplanting of certain trees and shrubs on the easterly parking strip on Baker Street in McMinnville, Oregon, in that a 6-inch water main only 18 inches below grade runs directly through the root ball of some of the trees and shrubs required to be moved. In order to compensate the interested property owners for the loss of these large trees, I have the tentative approval of the various interested property owners to the following proposed adjustment.

For Dr. E. H. Barendrick:

3 trees approximately 2 to 3 inches in caliper - 3 feet above collar
1 sweet gum
1 Norway maple
1 grafted English walnut (Franquette)

In case the mountain ash tree now being moved is lost, we are to add to this list:

1 Norway maple (Schwedler)

For Mr. Glen Macy:

2 Sweet Gums
(For residence between 6th & 7th on Baker Street)

2 Sweet Gums
1 Weeping Cherry
(For present residence grounds

To: F. B. Edson
Subject: McMinnville Tree Planting & Moving

6/28/37
Page 2

For: Mr. Chas. E. Foster - 1121 Baker Street

2 Grafted English Walnuts (Franquette)
1" - 2" in caliper 3' above collar

NOTED
State Highway Engineer

For: Mrs. Lucy Hoffman:

3 Trees (small) as selected - 1" - 2" in caliper - 3' above collar

For: Mr. C. K. Knickerbocker: - 1035 Baker Street

3 Small birch trees - 1" - 2" - 3' above collar

These trees are to be planted in the fall season of this year as soon as the season permits. The trees are to be planted and securely staked to prevent windlash. The entire installation as above outlined should cost approximately $40.00 in place.

I recommend that the above adjustment be approved in that this tree planting will return the shade trees now being destroyed and furthermore will improve the appearance of the highway along this residential street. I further recommend that in the event this adjustment is approved that you write the various above listed owners that they will receive the specified trees at the proper season later this year.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

H. G. Smith
Construction Engineer

By

George H. Otten
Landscape Engineer

GHO:AR

cc to: R. H. Baldock ✓
H. G. Smith
B. O. Johnson

RECEIVED
JUN 23 1937
FOR FILING
122-R

June 22, 1937

Jacobsen-Jensen Co.
517 N. E. Stanton St.
Portland, Oregon

Gentlemen:

By express we are forwarding to you a fully executed copy of contract No. 1991, awarded to you on June 5, 1937, for grading and paving the McMinnville Section of the Pacific Highway, West, in Yamhill County.

This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

HI

RECEIVED
JUN 7 1937
FOR FILING
12.2-B

June 7, 1937

Serviced Products Corporation
6051 West 65th Street
Chicago, Illinois

Attention: J. E. Franke

Gentlemen:

We are in receipt of your letter of June 1, 1937, wherein you request information relative to expansion joint material to be used on the McMinnville Section on the Pacific Highway West in Yamhill County.

This contract was awarded to Jacobsen-Jensen Company, 517 N. E. Stanton Street, Portland, Oregon. It will require 2,850 lineal feet of ¾-inch expansion joint filler and 1,100 lineal feet ½-inch expansion joint filler.

The type of filler to be used is described under "Joint Filler Material" page 27 of the special provisions which is attached hereto.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by M. H. Milner/GS

Encl.

PHONE GROVE HILL 0423

SERVICISED PRODUCTS CORPORATION

MANUFACTURERS AND DISTRIBUTORS
CONSTRUCTION MATERIALS
6051 WEST 65TH STREET
CHICAGO, ILL.

ASPHALT EXPANSION JOINT
ASPHALT (FELT SIDES)
CORK EXPANSION JOINTS
RUBBER EXPANSION JOINTS
GRAY RUBBER EXPANSION JOINTS
CORK-RUBBER EXPANSION JOINTS
POURED JOINTS
ASPHALT FILLER
PLASTIC GRAY FILLER
SEWER PIPE COMPOUND
PREMOULDED SEWER PIPE BELTS
MARKING PAINT
DAMPPROOFING
TAR PRODUCTS

ASPHALT PLANK INDUSTRIAL FLOORING
ASPHALT PLANK BRIDGE FLOORING
ASPHALT PLANK PROTECTION COURSE
ASPHALT PLANK TILE
ASPHALT PLANK ROOF FLOORS
RAILWAY CROSSINGS & STATION PLATFORMS
ASPHALT RAIL FILLER
FLOOR TILE
ASPHALT RAGGLE BLOCK
WATERPROOFING MATERIALS

MEMBERS
AMERICAN ROAD BUILDERS ASSOCIATION
SOCIETY FOR MUNICIPAL IMPROVEMENTS
AMERICAN SOCIETY FOR TESTING MATERIALS
ILLINOIS MANUFACTURERS' ASS'N

MAIN FACTORY & GENERAL OFFICES
CLEARING STATION
BELT RAILWAY OF CHICAGO

Malone ✓

June 1, 1937

Yamhill County--Oregon

Mr. N. M. Finkbiner
Salem, Oregon

RECEIVED
JUN - 4 1937
[illegible] STATE HIGHWAY COMMISSION
[illegible] DEPARTMENT

Dear Sir:

Above project comes up for letting on June 3rd and it is our belief that your specifications require the use of expansion joint.

We are interested in obtaining the name and address of the low or successful bidder as soon as available and would therefore appreciate your giving us that information.

If you have details of the type, size and quantity of material involved, could we prevail upon you to note same in the space provided below for this purpose?

TYPE ____________________ LOW OR SUCCESSFUL BIDDER
QUANTITY____________________ NAME________________
SIZE____________________ ADDRESS________________

We assure you that your cooperation will be greatly appreciated and enclose business reply envelope for your convenience.

Yours very truly,

SERVICISED PRODUCTS CORPORATION
J. E. Franke
EXPANSION JOINT DIVISION

EOS:MC

NRA
WE DO OUR PART

RECEIVED
JUL 29 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. 122-B

POST OFFICE BUILDING
PORTLAND, OREGON

June 3, 1937

RECEIVED
[illegible] 1937
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Grade Crossing projects Nos. FAGH and FAGM 122-B, McMinnville section of the Pacific Highway West, to Jacobsen-Jensen Co., Portland, Oregon, who submitted the low bid of $106,271.50.

Very truly yours,

W. H. LYNCH
District Engineer

By

F. E. Andrews
Sr. Highway Engineer

RECEIVED
JUL 29 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO. 122-B

POST OFFICE BUILDING
PORTLAND, OREGON

May 18, 1937

[illegible] 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The P.S.& E. documents for Oregon Federal Aid Grade Crossing project FAGH and FAGM 122-B, the McMinnville section of the Pacific Highway West, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Chief Engineer of the Bureau.

Due to the change in alignment, it will be necessary to have revised project statement sketch maps. It is suggested that these revised maps be rushed, in order that there may be no delay in awarding contract.

Very truly yours,

W. H. LYNCH
District Engineer

By F E Andrews
F. E. Andrews
Sr. Highway Engineer

RECEIVED
JUN 4 1937
~~FOR FILING~~
122-B

May 17, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

In compliance with the rules and regulations applying to grade crossing eliminations accomplished by relocations of highways, we are submitting herewith the estimate of our Bridge Engineer, G. S. Paxson, of what the cost of the McMinnville Grade Crossing Elimination Project (Project FAGH and FAGM 122-B) would be if the grade separation method of elimination were to be used.

The necessity of submitting this estimate was overlooked until it is now too late to obtain the approval of the estimate by a representative of the Railway Company in advance of issuing our call for bids. It is so obvious in this case, however, that the elimination by relocation is cheaper than elimination by structures, that we feel you will be justified in permitting us to run our advertisement with the understanding that estimates approved by the Railway Company will be submitted before the contract is awarded. Accordingly, we ask that we be permitted to proceed on that basis.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

Encl.

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

May 15, 1937

IN REPLY PLEASE REFER TO FILE NO.

Mr. S. H. Probert
Office

Dear Sir:

Federal regulations on grade separations provide that when crossings are eliminated by relocation the cost of such relocation shall not be greater than the cost of grade separations on the existing line. In order to furnish evidence that such is not the case in the McMinnville relocation I have estimated the cost of structures on the existing line. This line crosses the Southern Pacific tracks twice, one crossing being at the north city limits of McMinnville and a second crosses at the intersection of Hembree Street and Third Street in the City of McMinnville. I have estimated the cost of the north city limits crossing on the basis of an overcrossing plan for 1200' sight distance with a 26' roadway and two 3'6" sidewalks, the structure to be a reinforced concrete viaduct connected to road grade by embankments from 0 to 20'. The estimated cost is as follows:

S.P.R.R. Overcrossing at North City Limits of McMinnville
West Side Pacific Highway
1450' Lin.Ft. R.C.D.G.
26'0" Rdwy. 2-3'6" Sidewalks H-15 loading
1650 Lin. Ft. Fill from 0 to 20' high.

Excavation	1210	cu. yds.	at	$ 2.00	$2,420.00
Class D Concrete	3180	cu. yds.	at	23.00	73,140.00
Metal Reinforcement	664000	lbs.	at	.055	36,520.00
Concrete Handrail	2912	lin.ft.	at	5.00	14,560.00
Fill	39100	cu. yds.	at	.50	19,550.00
Subtotal					$146,190.00
Plus 10 per cent for contingencies					14,619.00
Total construction cost					160,809.00
Plus 10 per cent for engineering					16,080.90
Total cost					$176,889.90

The Hembree Street crossing is figured on the basis of an underpass with a 50' roadway and sidewalk tunnels. The estimate of cost is as follows:

S.P.R.R. Undercrossing at Hembree Street in City of McMinnville.
West Side Pacific Highway
I Beam structure - Ballasted Deck Class E-60 Loading
50' Roadway with sidewalk tunnels

Excavation	21,300	cu.yds.	at	$ .50	$10,650.00
Class D Concrete	2,370	cu.yds.	at	21.00	49,770.00
Metal reinforcement	156,000	lbs.	at	.055	8,580.00
Structural steel	228,000	lbs.	at	.065	14,820.00
Steel handrail	110	lin.ft.	at	5.00	550.00
Handrail along S.W.	1,330	lin.ft.	at	3.50	4,655.00
Lighting		Lump			2,000.00
Shoo-fly		Lump			10,000.00
Subtotal					$101,025.00
Plus 10 per cent for contingencies					10,102.50
Total construction cost					111,127.50
Plus 10 per cent for engineering					11,112.75
Total cost					$122,240.25

In these estimates the cost of pavements on the approaches to the overcrossing at the north city limits is not included nor is the cost of side street connections at the Hembree Street undercrossing included. The estimate of cost of the structures alone are so much in excess of the highway relocation cost that I have not gone into these matters.

Very truly yours,

G. S. Paxson (Sgd)

G. S. Paxson
Bridge Engineer

GSP DK
cc R. H. Baldock
H. G. Smith

4M 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

May 27, 1937

Mr. E. L. King
Southern Pacific Company
Union Station
Portland, Oregon

Dear Sir:

Federal regulations on grade separations provide that when a relocation of a highway is used in lieu of a structural separation that the cost of such relocation shall not exceed the cost of the possible structural separation. The McMinnville relocation on which bids are to be opened on June 3rd is an example of this condition. The estimated cost of the relocation including grading and paving is $120,000. In order that the Bureau of Public Roads may have evidence that this project complies with the above cited regulation we have made preliminary estimates on the cost of an overcrossing at the site of the present grade crossing just north of McMinnville and of an undercrossing at the site of the present grade crossing at Embree Street near your depot in McMinnville. Details of these estimates are as follows:

S.P.R.R. Overcrossing at North City Limits of McMinnville
West Side Pacific Highway

1480' Lineal Feet R.C.D.G. H-15 Loading
24'0" Roadway - 2-3'6" Sidewalks
1080 Lineal Feet Fill from 0 to 20' high.

Excavation	1210	cu.yds.	at	$ 2.00	$ 2,420.00
Class D Concrete	3180	cu.yds.	at	23.00	73,140.00
Metal Reinforcement	664000	lbs.	at	.055	36,520.00
Concrete Handrail	2912	lin.ft.	at	5.00	14,560.00
Fill	39100	cu.yds.	at	.50	19,550.00

Subtotal	$146,190.00
Plus 10 per cent for contingencies	14,619.00
Total construction cost	160,809.00
Plus 10 per cent for engineering	16,080.90
Total cost	$176,889.90

S.P.R.R. Undercrossing at Hembree Street in City of McMinnville.
West Side Pacific Highway

I Beam structure - Ballasted Deck Class E-60 Loading
80' Roadway with sidewalk tunnels

Excavation	21,300	cu.yds.	at	$ .50	$ 10,650.00
Class D Concrete	2,370	cu.yds.	at	21.00	49,770.00
Metal Reinforcement	156,000	lbs.	at	0.055	8,580.00
Structural Steel	228,000	lbs.	at	0.065	14,820.00
Steel handrail	110	lin.ft.	at	5.00	550.00
Handrail along S.W.	1,330	lin.ft.	at	3.50	4,655.00
Lighting		lump			2,000.00
Shoo-fly		lump			10,000.00
Subtotal					$101,025.00
Plus 10 per cent for contingencies					10,102.50
Total construction cost					111,127.50
Plus 10 per cent for engineering					11,112.75
Total cost					$122,240.25
Overcrossing at north city limits					$176,889.90
Undercrossing at Hembree Street					122,240.25
TOTAL					$299,130.15

The above estimates do not include any costs for side street connections at the Hembree Street crossing nor do they include other miscellaneous details which always increase the costs of such separations. In view of the fact that the cost of the structures alone are so much greater than the cost of the relocation the estimates were not carried further. The Bureau of Public Roads asks that the estimates of cost be approved by the railroad company affected and I am preparing this letter for your endorsement of these estimates and would ask that you sign and return two copies to us. We would appreciate receipt of these endorsed copies prior to the opening of bids on the relocation project which is scheduled for June 3rd.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

GSP BK
cc RNBaldock
SNProbert L

APPROVED

SOUTHERN PACIFIC COMPANY

RECEIVED
JUL 29 1937
FOR FILING

May 12, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Bldg.
Portland, Oregon

Dear Sir:

We are enclosing herewith six copies of estimate to accompany plans and specifications for the McMinnville Grade Crossing Elimination Project to which has been assigned numbers FAGH 122-B and FAGM 122-B.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

An estimate of cost of construction of grade separation structures at the two grade crossings which are eliminated by the new location will be submitted in the near future, it being our understanding of the regulations covering grade crossing elimination projects that such estimates are required to determine the amount of the government cooperation from grade crossing funds.

The same section designation has been used for the work within and without of the city and all work has been included in one estimate since this method is less complicated and, accordingly, more desirable. We find nothing in the regulations to prevent this procedure, but, if it is not permitted, a separate section, designation and a separate estimate for each portion of the work can be utilized when the estimate as basis for the project agreements are submitted.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER
Encl.

Oregon State Highway Department

Federal Aid Grade Crossing
Elimination Project No. 122-B

McMINNVILLE SECTION OF THE
PACIFIC HIGHWAY WEST IN YAMHILL COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, May 12, 1937

COMPLETED FEDERAL AID WORK

Total Cost, Roadway	$ 24,224.60
Federal Aid Paid, Roadway	$ 2,311.21
Emergency Construction Funds Paid, Roadway	$ 5,392.84
NRM Funds Paid, Roadway	$ 16,147.25
Length	1.628 miles

PROJECT NO. FAGH 122-B

22' Portland Cement Concrete Pavement
(Sta. 61+85.4 to 51+76.9 = 0+00 to 84+70)

All Required		Clearing and Grubbing		$ 900.00
380	cu. yds.	Trench Excavation	$ 1.00	380.00
37,200	cu. yds.	Excavation, Single Classification	0.25	9,300.00
58,000	yd. sta.	Overhaul	0.02	1,160.00
12,000	yd. mi.	Truck Haul	0.15	1,800.00
1.79	miles	Finishing Roadbed and Slopes	300.00	537.00
1,200	sq. yds.	Removal of Old Pavement	0.50	600.00
300	lin. ft.	8" Porous Drain Tile	0.80	240.00
530	lin. ft.	12" Concrete Pipe	1.30	689.00
200	lin. ft.	18" Concrete Pipe	2.30	460.00
130	lin. ft.	24" Concrete Pipe	3.50	455.00
160	lin. ft.	48" Concrete Pipe	7.00	1,120.00
35	lin. ft.	Pavement Cutting	1.00	35.00
11,000	cu. yds.	Rock Base	1.00	11,000.00
2,500	cu. yds.	1" – 0" Materials in Shoulders & Surfacing	2.50	6,250.00
830	cu. yds.	1" – 0" Materials in Cushion Course	2.50	2,075.00
350	cu. yds.	½" – 0" Materials in Cushion Course	2.50	875.00
450	cu. yds.	Filler	0.40	180.00
450	yd. mi.	Hauling Filler	0.20	90.00

23,200	sq. yds.	Portland Cement Concrete Pavement	$ 1.70	$ 39,440.00
2,500	lin. ft.	¾" Expansion Joints	0.20	500.00
12,300	lin. ft.	Contraction Joints	0.03	369.00
12,300	only	Dowels	0.20	2,460.00
9,800	lbs.	Tie Bars and Reinforcement	0.06	588.00
105	tons	Class "A" Asphaltic Concrete	7.50	787.50
25	tons	Class "B" Asphaltic Concrete	7.50	187.50
70	cu. yds.	Mineral Aggregate in Place	4.00	280.00
9	tons	No. 3 Oil in Place	30.00	(Alternate)
10	tons	Tar in Place	24.00	240.00

Subtotal	$ 82,998
10% Engr. & Cont.	8,299
Total	$ 91,297

Length 1.795 miles
Cost per mile $ 50,861

PROJECT NO. FAGM 122-B

22' Portland Cement Concrete Pavement
(Sta. 84+70 to 97+20)

All Required		Clearing and Grubbing		$ 100.00
80	cu. yds.	Trench Excavation	$ 1.00	80.00
4,900	cu. yds.	Excavation, Single Classification	0.25	1,225.00
5,000	yd. sta.	Overhaul	0.02	100.00
0.24	mile	Finishing Roadbed & Slopes	300.00	72.00
220	lin. ft.	12" Concrete Pipe	1.30	286.00
70	lin. ft.	24" Concrete Pipe	3.50	245.00
2	only	Concrete Catch Inlets	20.00	40.00
1,500	cu. yds.	Rock Base	1.00	1,500.00
350	cu. yds.	1" - 0" Materials in Shoulders & Surfacing	2.50	875.00
120	cu. yds.	1" - 0" Materials in Cushion Course	2.50	300.00
50	cu. yds.	¼" - 0" Materials in Cushion Course	2.50	125.00
50	cu. yds.	Filler	0.40	20.00
50	yd. mi.	Hauling Filler	0.20	10.00
3,100	sq. yds.	Portland Cement Concrete Pavement	1.70	5,270.00
350	lin. ft.	¾" Expansion Joints	0.20	70.00
1,600	lin. ft.	Contraction Joints	0.03	48.00
1,600	only	Dowels	0.20	320.00
1,200	lbs.	Tie Bars and Reinforcement	0.06	72.00
25	tons	Class "A" Asphaltic Concrete	7.50	187.50
10	tons	Cutback Asphalt Wearing Surface	7.50	75.00

10	cu. yds.	Mineral Aggregate in Place	$ 4.00	$ 40.00
1	ton	No. 3 Road Oil in Place	30.00	(Alternate)
1	ton	Tar in Place	24.00	24.00
		Subtotal		$ 11,084
		10% Engr. & Cont.		1,108
		Total		$ 12,192

Length 0.237 mile
Cost per mile $ 51,443

44' Asphaltic Concrete Pavement
(Sta. 97+20 to 120+98.5)

All Required		Clearing and Grubbing		$ 200.00
70	cu. yds.	Trench Excavation	$ 1.00	70.00
900	cu. yds.	Excavation, Single Classification	0.25	225.00
1,000	yd. mi.	Truck Haul	0.15	150.00
600	sq. yds.	Removal of Sidewalks	0.20	120.00
4,800	lin. ft.	Removal of Curbs	0.10	480.00
28	only	Removal of Inlets	5.00	140.00
300	lin. ft.	6" Sewer Pipe	0.50	150.00
35	lin. ft.	Pavement Cutting	1.00	35.00
30	only	Concrete Catch Inlets	20.00	600.00
290	cu. yds.	Concrete Curb and Gutter	20.00	5,800.00
160	sq. yds.	Concrete Driveway Aprons	2.00	320.00
2,100	sq. yds.	Portland Cement Concrete Base	1.60	3,360.00
1,100	lin. ft.	½" Expansion Joints	0.15	165.00
500	only	Dowels	0.20	100.00
20	tons	Class "A" Asphaltic Concrete	7.50	150.00
1,200	tons	Class "B" Asphaltic Concrete	7.50	9,000.00
565	tons	Cutback Asphalt Wearing Surface	7.50	4,237.50
		Subtotal		$ 25,302
		10% Engr. & Cont.		2,530
		Total		$ 27,832

Length 0.450 mile
Cost per mile $ 61,848

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	FAGH Funds	FAGM Funds
Proj. No. FAGH 122-B	$ 91,297	$ 91,297	$
" " FAGM 122-B:-			
22' Roadway	12,192		12,192
44' Roadway	27,832		27,832
	$ 131,321	$ 91,297	$ 40,024

COMMISSIONERS
F. CABELL, CHAIRMAN, PORTLAND
ALDRICH, PENDLETON
TOU VELLE, JACKSONVILLE

B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

122-B

RECEIVED
MAR 15 1937
FOR FILING

Const
Projects
Primary

March 13th, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. F. Collins, Right of Way Agent
State Highway Department
7045 Southeast 54th Avenue
Portland, Oregon

Dear Sir:

A cattle pass can be constructed at Station 25 on the McMinnville Section of the West Side Pacific Highway for $1,200.00 if 72" corrugated iron pipe be used.

The construction department is willing to install the pipe if its installation be made a part of the right of way agreement.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

1M 12-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

Projects ?

RECEIVED
MAR 19 1937
FOR FILING

March 9, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. H. G. Smith.

Dear Sir:

Relative to a cattle pass desired by Frank Fenton on the McMinnville project.

I find that it is quite feasible to construct a cattle pass in the fill at approximate Station 23. Assuming the use of a 72-inch pipe for this purpose, the cost would be approximately $1,200.00.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc R. H. Baldock

1M 12-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

RECEIVED
1937
FOR FILING

Const.
Projects
Primary

February 17, 1937

IN REPLY PLEASE REFER TO FILE NO.

NOTED
State Highway Engineer

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. H. G. Smith.

Dear Sir:

With further reference to the Muddy Creek-Pringle Ranch Section of the McMinnville-Tillamook Highway, I am returning herewith the revised estimate occasioned by corrected prices of material items and by the grade changes which you wished made. These changes are shown on the profile with the corrected distribution to conform.

As to the local gravel and rock materials, we know there is an adequate supply of suitable gravel in the Yamhill River for the sub-base work, but there is a question as to its suitability for paving work. The previous tests in our laboratory files indicate an average abrasion above the 5 per cent specified. However, there may be sufficient coarse gravel at some point below Sheridan which, when crushed to size, would meet our tests.

I am sure good gravel can be obtained up Mill Creek west of Sheridan suitable for paving work. Also within two miles west of the project and close to the highway there is an old rock quarry which was used for highway work in this vicinity in 1917. It is a black basalt of a blocky character. The sample from this quarry showed 5.1 per cent abrasion. There appears to be a large quantity but has several feet of overburden. It might be advisable to make tests as to the extent of this rock and further tests as to abrasion and suitability with the idea of purchasing the quarry site for this job and future work to the west. Due to high water in the river, it is impracticable to get gravel samples at this time, or even get a proper conception of the possible bar sources.

I think we can tell the contractor that suitable sub-base and sand cushion material are available from the Yamhill River, but concrete sand is not obtainable from any local source. Concrete aggregate might be found to meet the requirements for paving work and its use will be dependant upon its meeting the specification requirements.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc R. H. Baldock ✓

FORM 5-A-1 10M 10-33

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
FEB 12 1937
FOR FILING

Const
Projects
Primary

February 10th, 1937

Mr. F. B. Enson
Division Engineer
Office

Dear Sir:

In regard to the Muddy Creek-Pringle Ranch Section of the Sheridan-McMinnville Highway in Yamhill County.

The unit costs of this job seem to be very high with respect to concrete pavement and the crushed rock subbase. Will you kindly make an investigation of the quarries in that vicinity with a view to furnishing the contractor a quarry, and also make an investigation of the gravel in the Yamhill River between Sheridan and Willamina and further east.

I have been told by contractors that there are gravel bars in that vicinity which were approved for concrete pavement when the original pavement was constructed.

I have suggested some slight grade changes on the profile. Please see that the quantities are re-adjusted to fit these changes.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

NOTED
State Highway Engineer

1M 10-36
Commissioners
HENRY F. CABELL, Chairman, Portland
E. B. ALDRICH, Pendleton
F. L. TOU VELLE, Jacksonville

H. B. GLAISYER, Secretary

R. H. BALDOCK
State Highway Engineer
Salem

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, Division Engineer
SALEM

RECEIVED
FEB 9 1937
FOR FILING
Const Projects Primary

February 6, 1937.

In Reply Please
Refer to File No.

Mr. R. H. Baldock
State Highway Engineer
Office

Attention: Mr. H. G. Smith

NOTED
State Highway Engineer

Dear Sir:

Herewith three vicinity maps covering proposed structures on the Muddy Creek-Pringle Ranch Section of the McMinnville-Tillamook Highway. The Bridge Department should prepare the plans for the Muddy Creek bridge and designs for the culverts, so as to be available for the contracting of this section in the near future. Special provisions, map and profile of this section will be submitted immediately.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc R. H. Baldock

CONTRACT #1992

FA 157-A & B Phoenix-Bear Creek Sec., 1937
Pacific Hwy.

1772

R.H. Baldock

FINAL COST ANALYSIS - JUNE 30, 1938

Phoenix-Bear Creek Section

Contract #1992　　Pacific Hwy. in Jackson Co.　　Project Prefix 15-1115
Jacobsen-Jensen Contractors　　C. C. Gall, Resident Engr.

7/1 13

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	2761.12	100%			$ 2,800.00
Structural Excavation	278.62	208.9 C.Y.	$ 1.333	$ 1.25	261.13
Trench "	2408.54	2,331.6 "	1.034	1.25	2,914.50
Single "	29466.99	107,196.2 "	0.275	0.25	26,799.05
Overhaul	2222.35	101,016 Yd. Sta.	0.022	0.01	1,010.16
Truck Haul	4124.50	28,445 Yd. Mi.	0.145	0.10	2,844.50
Finishing Roadbed & Slopes	786.50	3.42 Mi.	230,000	200.00	684.00
Sprinkling Embankment Materials	2694.52	1,456.5 M-Gal.	1.850	1.20	1,747.80
Rounding Cutbanks	342.91	3,576 Lin.Ft.	0.096	0.10	357.60
Removal of Old Pavement	1552.57	7,939.7 Sq.Yd.	0.195	0.20	1,587.94
9" Perf. Iron Pipe	314.64	276 Lin.Ft.	1.140	1.25	345.00
12" " " "	507.83	350 " "	1.451	1.50	525.00
8" Conc. Siphon Pipe	43.44	48 " "	0.905	1.00	48.00
12" Corr. Iron Siphon Pipe	545.98	327 " "	1.670	1.75	572.25
18" " " " "	1394.87	569 " "	2.451	2.50	1,422.50
8" Conc. Pipe	129.98	163.5 " "	0.795	0.80	130.80
12" " "	684.80	614 " "	1.115	1.25	767.50
18" " "	5085.89	2,265 " "	2.245	2.50	5,662.50
24" " "	860.74	255 " "	3.375	3.75	956.25
30" " "	423.78	76 " "	5.576	6.00	456.00
36" " "	674.70	88 " "	7.667	8.00	704.00
Rock Backfill in Drains	136.12	102 Cu. Yd.	1.335	1.50	153.00
Class "A" Concrete	997.48	45.34 " "	22.000	22.00	997.48
Class "D" Concrete	3315.40	165.77 C.Y.	20.000	20.00	3,315.40
Metal Reinforcement	1552.32	31,046.4 Lbs.	0.050	0.05	1,552.32
Concrete Handrail	318.00	79.5 Lin.Ft.	4.000	4.00	318.00
Cable Guard Fence	440.00	440 " "	1.000	1.00	440.00
Gravel Base	17703.38	25,737 C.Y.	0.688	0.60	15,442.20
1" - 0" Mtls.in Shldrs & Surfacing	7581.83	4,718 C.Y.	1.607	1.50	7,077.00
Sand Cushion	1557.18	1,055 C.Y.	1,476	1.40	1,477.00
Filler	35.23	126.5 C.Y.	0.279	0.60	75.90
Hauling Filler	39.72	248.5 Yd.Mi.	0.160	0.20	49.70
Portland Cement Concrete Pavement	62149.56	44,154.77 Sq.Yd.	1.408	1.45	64,024.42
Expansion Joints	588.12	4,436 Lin.Ft.	0.133	0.15	665.40
Contraction Joints	616.48	22,017 " "	0.028	0.03	660.51
Dowels	2881.90	22,461 " "	0.128	0.15	3,369.15
Tie Bars & Reinforcement	892.60	21,125.7 lbs.	0.042	0.05	1,056.29
Mineral Aggregate in Place	904.66	196 C.Y.	4.616	3.50	686.00
#3 Road Oil in Place	876.77	24.62 Ton	35.612	40.00	984.80
PA#1 Salvage Culvert Pipe	11.38	27 Lin.Ft.	0.421	0.50	13.50

Final Cost Analysis - June 30, 1938 (Continued)

Item	Cost	Quantity		Unit Cost	Unit Bid	Gross Revenue
PA#2 Class "A" Concrete	$ 50.75	2.03	C.Y.	$ 25.00	$ 25.00	$ 50.75
PA #2 Trench Excavation	2.78	2.2	C.Y.	1.264	1.250	2.75
PA #2 Metal Reinforcement	10.58	132.3	Lbs.	0.080	0.080	10.58
PA#2 1½" Galv. Iron Handrail	26.50	50.	Lin.Ft.	0.530	0.50	26.50
PA #3 Cement Adjustment (Pavement)		- 335.30	Bbl	1.94		- 650.48
Pa #4 Cement Adjustment (Structures)		- 17.50	"	2.60		- 45.50
PA#5 Aggregate on Hand	290.28	341.5	C.Y.	0.85	0.85	290.28
Excess Engineering						- 500.00
	$ 160,785.56					$154,139.43

Total Cost $ 160,785.56

Gross Revenue 154,139.43

Net Loss $ 6,646.13

Net Loss Equals 4.31% of Gross Revenue

DETAILS OF COST

Labor:

Supervision		$ 2,550.07	
Labor		40,735.95	
State Industrial Accident	6½% of P/R	2,813.59	
Unemployment Insurance	2% -1937 & 3% - 1938	897.73	
Old Age Benefit	1% of P/R	432.86	
			$ 47,430.20

Materials:

9" Perf. Iron Pipe	276 Lin.Ft.	at 0.864	$ 238.46
" " " " Bands	11	" 1.17	12.87
12" " " "	350 Lin.Ft.	" 1.089	381.15
" " " " Bands	17	" 1.269	21.57
8" Conc. Siphon Pipe	48 Lin. Ft.	" 0.36	17.28
12" Corr. Iron Siphon Pipe	327 Lin. Ft.	" 1.296	423.79
12" Corr. Iron Siphon Pipe Bands	13	" 1.80	23.40
18" Corr. Iron Siphon Pipe	569 Lin. Ft.	" 1.863	1,060.05
18" Corr.Iron Siphon Pipe Bands	17	" 2.178	37.03

Details of Cost (Continued)

Materials (continued)

8" Concrete Pipe	163.5	Lin. Ft.	at	$0.36	$ 58.86	
12" " "	614	" "	"	0.81	497.34	
18" " "	2265	" "	"	1.71	3,873.15	
24" " "	255	" "	"	2.61	665.55	
30" " "	76	" "	"	3.60	273.60	
36" " "	88	" "	"	5.40	475.20	
Rock Backfill in Place	36	C.Y.	"	1.50	54.00	
Gravel Base in Place	1110	C.Y.	"	0.50	550.00	
1" - 0" Crushed Rock in place	656	C.Y.	"	1.50	984.00	
1"-0" Crushed Rock in stockpile	4062	C.Y.	"	1.00	4,062.00	
Sand Cushion in Stock pile	1055	C. Y.	"	0.85	896.75	
Concrete Aggregate	10530	C. Y.	"	0.85	8,950.97	
Extra Aggregate in stockpile	341.5	C.Y.	"	0.85	290.28	
Cement on job	13414	Bbl.	"	1.94	26,023.16	
Expansion Joints	4,436		"	0.10037	445.22	
Contraction Joints	22017		"	0.0148	325.84	
Dowels	22461		"	0.10305	2,314.58	
Dowel Sleeves	4436		"	0.03	133.08	
Tie Bars & Metal Reinforce.	21125.7	Lbs.	"	0.0354	747.85	
Mineral Aggregate at Ashland	196	C.Y.	"	1.00	196.00	
#3 Road Oil	24.62	Tons	"	15.90	391.46	
						$ 54,424.49

Miscellaneous:

Equipment Rental				$26,093.27
Hired Trucks includes gas,oil & grease				5,225.02
Gas, Oil, Grease & Diesel				8,724.38
Drilling Expense				129.24
Explosives				687.81
Lumber				663.69
Class "A" Conc. -Subbed to Lillebo	45.34	CY at	22.00	997.48
" "D" " " " "	165.77	" "	20.00	3,315.40
Metal Reinforce " " "	31046.4	Lbs."	0.05	1,552.32
Concrete Handrail " " "	79.5	Lin.Ft.	4.00	318.00
Cable Guard Fence " " Collins Pipe Co.	440.0	Lin.Ft.	1.00 (Less Labor)	309.96
Class "A" Conc. Subbed to Tom Lillebo	2.03	CY	25.00	50.75
Metal Reinforce " " " "	132.3	Lbs.	0.08	10.58

Details of cost (continued)

Miscellaneous (continued)

1½" Galv. Iron Hand rail Subbed to Tom Lillebo	50 Lin.Ft. at 0.53	$ 26.50	
Move and Freight		3161.28	
Small Tools & Miscellaneous Supplies		2530.33	
Overhead Expense & Insurance		2052.09	
Home Office Expense	1% of Revenue	1541.39	
Bond	1% of Revenue	1541.39	
			$ 58,930.88
	Total Cost		$160,785.56

PAVING COSTS

	Cost	Quantity	Unit Cost
Preparation of Subgrade	$ 1,989.50	44,154.77 Sq.Yd.	$0.0451
Water and Water Pipe	1,353.34	"	0.0306
Ribbons	4,137.30	"	0.0937
Mix, Lay & Finish	7,378.26	"	0.1671
Cure	760.91	"	0.0172
Cleanup & Tar	246.44	"	0.0056
Traffic Control	195.88	"	0.0044
General Supervision,Bond & Overhead	6,371.45	"	0.1443
Cement(Av. 1.22 Sacks per Sq.Yd.)	26,023.16	"	0.5894
Mineral Aggregate(Av.0.24 C.Y. per Sq.Yd.)	13,693.32	"	0.3101
	$ 62,149.56	44,154.77 Sq.Yd.	1.408

Paving operations started on November 5 and were completed in 7½ weeks time on December 27, 1937. 44,154.77 Sq. Yd. of 9"-7"-9" concrete pavement in two 11 ft. wide strips were layed in 200½ hours operating time at an average rate of 220 sq. yd. per hour. On the north half of the job, one 11 ft. strip of grade was prepared for paving and the adjacent 11 ft. strip was used to carry traffic, the south half of the job was paved full width in two 11 ft. strips. By the time this work had been finished the remaining 11 ft. strip on the north half was graded and was then paved. This caused some delay from the consequent moving of equipment. As paving was done in November and December, cold and wet weather was also a source of delay and shortened the number of available working hours on many days. Cement was purchased from the Beaver Portland Cement Company at Gold Hill, delivered and piled as required on the job. Concrete aggregate was produced from bar gravel by Saxton and Looney & Risley, from whom the contractor purchased this material in stockpile at a site adjacent to the grade and requiring an average 1½ mile haul for delivery to the mixer. Muck sand for cover was also secured from this site.

REMARKS:

This is a regular Federal Aid Project and consists of the construction of 3.42 miles of highway roadbed, a 33 foot span concrete bridge, 44154 sq. yds. of Portland Cement concrete pavement, 11000 sq. yd. of oil mat surface treatment, 36,000 sq. yd. of rock shoulders and other incidental work. The contract was bid June 3, 1937, awarded June 19. Work was started July 1, 1937 and completed Feb. 5, 1938.

Clearing and grubbing timber and brush was light but included removal and disposal of irrigation structures, portions of buildings, and debris.

Excavation amounted to 107,196 cu. yd. of which about 10,000 c.y. was solid, requiring ½ lb. of powder per cu.yd. to shoot and was moved by a 1½ yd. shovel and hired trucks. Another 5000 cu.yd. was ripped and this with the balance of the yardage was moved with RD 8 cats and 12 yd. LeTourneau scrapers. An RD 6 cat and dozer compacted fill material. Embankment material was sprinkled and water was supplied by a large pump located near the middle of the job and distributed through a pipe line layed the entire length of the project. This equipment also furnished water for the paving operations.

Bridge items and all concrete structures were subbed to Tom Lillebo.

Cable guard fence was subbed to the Collins Pipe Co.

Oiling on detour road was done with equipment rented from E. C. Hall who had rented the equipment for his Siskiyou job from Clifford Dunn. As the oiling quantities were small the rent on this equipment was very high. Mineral aggregate was purchased Lininger in Ashland.

Gravel base was taken from two bars and it was necessary to eliminate oversize materials by using a grizzly. Material was loaded with a 1½ yd. shovel and dragline bucket. Hired and owned trucks hauled the material on an average 1 3/4 mile haul.

1" - 0 material was produced for the contractor by Saxton, Looney & Risley from bar run gravel at a site 3/4 miles from the south end of the job. An average 1½ mile haul was required for owned and hired trucks to place this material on the road and shoulders. A 5/8 yd. shovel loaded this material from stockpile into the trucks.

Concrete aggregate and sand cushion was secured in the same manner as the 1" - 0 material. Batching bunkers were erected at this site and aggregate was loaded from stockpile into a 1½ ton truck which dumped into the hopper. Two batch trucks hauled aggregate to the mixer.

Paving was done by a 7/sack Koehring mixer, a 12 ft. Lakewood finishing machine, a vibrator and an average crew of 27 men including operators. Average paving was 180 lin. Ft. of 11 ft. wide pavement per working hour.

Remarks - continued.

A penalty of $500.00 was imposed for extra engineering for the five weeks work in excess of the Dec. 31 finish limit.

More equipment on grading would have saved time on this operation and reduced the cost. However it was not possible to get paving equipment on the job until November because another job was being paved prior to that time. The profit which could have been earned on the grading would thus have been dissipated while waiting for paving equipment. It was necessary to pave late in the season and in spite of this handicap a well organized crew efficiently managed laid the pavement at a small profit.

E.H. Clymer,
Cost Analyst

By

M. G. Smith,
Asst. Cost Analyst.

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

157 a B

May 31, 1938

RECEIVED
JUN 2 - 1938
OREGON
STATE HIGHWAY COMMISSION

R. H. Baldock
State Highway Engineer
Salem, Ore.

NOTED
ate Highway Engineer

Attention: S. H. Probert

Dear Sir:

Attached are three copies each of bill and payroll for Extra Work Order #1, covering the installation of metal gates in flume at station 245+70 and station 248+90, Phoenix-Bear Creek Section, contract 1998.

Very truly yours,

K. D. LYTLE
Division Engineer

By:

R. B. Sipprell
Office Engineer

RBS:G

encs

cc: Baldock

#1992

RECEIVED
MAY 19 1938
FOR FILING

May 19, 1938

Mr. Chas. A. Gronn,
Division Credit Manager,
General Petroleum Corporation,
813 S. W. Alder Street,
Portland, Oregon.

Dear Sir:

Reference is made to your letter of May 18th concerning Jacobsen-Jensen Company Contract No. 1992, Phoenix-Bear Creek Section in Jackson County.

You are advised that the above contract was completed February 5, 1938, and was accepted March 25, 1938. We have no knowledge of any work this firm has in Jackson County for the Highway Commission at the present time.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#1992

RECEIVED
[illegible] 19 1938
OREGON
STATE [illegible] COMMISSION

GENERAL PETROLEUM CORPORATION
OF CALIFORNIA
A SOCONY-VACUUM COMPANY
813 S. W. ALDER STREET
PORTLAND, OREGON

SOCONY-VACUUM
OREGON
SALES DIVISION

GARGOYLE
LUBRICANTS

May 18, 1938

Oregon State Highway Commission
Salem, Oregon

Jacobsen & Jensen Construction Co.
Contract No. 1992

Gentlemen:

We were of the opinion that the above contract would be completed prior to this date; however, our Medford office is still serving this contractor for deliveries on the above contract.

Will you please advise us the date of completion on this job? A self addressed envelope is enclosed for your convenience in replying.

Very truly yours,

CHAS. A. CRONN
Division Credit Manager

By R. L. Butler

RLB:GGT

FORM 3031

#1992

15703

May 14, 1938

Great American Indemnity Company,
Harvey Wells Insurance Agency, Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1992 for the construction of the Phoenix-Bear Creek Section of the Pacific Highway in Jackson County, has been completed by the contractors, Jacobsen-Jensen Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after May 24, 1938.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $154,139.43, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

[illegible]
COMMISSIONERS:
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
1938
[illegible] COMMISSION

1570B

May 9, 1938

NOTED
State Highway Engineer

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

I am sending herewith for your consideration, Price Agreement covering the crushed material left after Jacobsen-Jensen had completed the Phoenix-Bear Creek Section.

We can use this material for shoulders and I would recommend that this agreement be approved.

Very truly yours,

K. D. LYTLE
Division Engineer

cc. R. H. Baldock

KDL:AF

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

April 23, 193[illegible]

IN REPLY PLEASE
REFER TO FILE NO.

1572B

R. H. Baldock
State Highway Engineer
Salem, Ore.

Attention: H. G. Smith

Dear Sir:

Herewith are six copies each of Price Agreements #3 and #4 covering the cement adjustment on the Phoenix-Bear Creek section, Contract #1992.

We are also enclosing certified copies of the cement Company's invoices.

Very truly yours,

K. D. LYTLE
Division Engineer

R. B. Sipprell
Office Engineer

RBS:G

encs

cc: Baldock ✓

NOTED
State Highway Engineer

[illegible]
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

[illegible], SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE No.

152ab

April 22, 1938

R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED

Attention: H. G. Smith

Dear Sir:

I am sending you herewith for your consideration Order for State Force Work covering the oiling of the approach roads on the Phoenix-Bear Creek Section.

I believe it would add materially to the looks of this project if we are permitted to do the work called for by this order.

Very truly yours,

K. D. LYTLE
Division Engineer

KDL:G

encs

cc: Baldock ✓

FORM 8-A-1 10M 9-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

April 20, 1938

157a 6

NOTED
Highway Engineer

R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: S. H. Probert

Dear Sir:

Reference is made to our copy of Mr. Milner's letter of April 18th to Mr. Gall relative to the Price Agreement covering cement adjustment of the Phoenix-Bear Creek Project.

On March 22d, we received, from Mr. Gall, a Price Agreement signed by the contractor, but returned this to him for an explanation of the method used in arriving at the unit cost price. We are now in receipt of two Price Agreements which have not yet been signed by the contractor; one covering the adjustment of the Portland Cement Concrete Pavement, the other covering an adjustment on the Siphon Pipe Encasement, the Wagner Creek Bridge, and other miscellaneous structures, which work was performed by Tom Lillebo, sub-contractor.

These Agreements are being forwarded, today, to Jacobsen-Jensen Company for their signature and upon receipt of the signed copies they will be forwarded directly to your office.

The reason for submitting the two Agreements is that the cement used by Jacobsen-Jensen cost them $2.44 a barrel, whereas, the cement used by the sub-contractor cost him $3.10 a barrel. Had the sub-contractor purchased his cement through the cont actor, he would, no doubt, have been able to obtain the same price but inasmuch as he did pay the $3.10 a barrel, we feel that the adjustment should be made on that price.

Very truly yours,

K. D. LYTLE
Division Engineer

By:

R. B. Sipprell
Office Engineer

RBS:G

cc: Baldock ✓
Gall.

157a

Job Description for Biennial Report

CONSTRUCTION JOB

PHOENIX - BEAR CREEK (Name of Section) GRADING & PAVING (Kind of Work)

Federal Aid Project No. 157 A & D.

On PACIFIC Highway, from a point 1.5 mi. south of Phoenix (M.P. 316.97) running southerly along the centerline of the existing highway to the north City Limits of Talent (M.P. 317.85), thence southeasterly along a relocation to the first crossing of Bear Creek, making a connection with the existing highway (M.P. 320.39)

(Describe beginning and ending points with reference to towns, streams or other known points, and describe portions not included.)

3.42 Miles of Grading and Portland Cement Concrete Pavement. (Kind of work as grading, grading and surfacing)

Standard 22 ft. concrete pavement with 8 ft. gravel shoulders. Overall width of traveled way 38 ft.

(Describe type of construction by giving width of surfacing and similar information)

Contract No. 1992, awarded June 19th, 1937 (Date),

to Jacobsen-Jensen Co. (Name of contractor), of 517 NE Stanton St., Portland, Ore. (Contractor's address),

Work commenced July 1st, 1937 (Date), Completed Feb. 9th, 1938 (Date)

Final (Estimated or final) cost, $ 155,848.92

Resident Engineer C. C. Gall

REMARKS: (Describe here such special important features as apply to the particular job concerned, such as work performed by state forces, contract extended or altered, unusual conditions encountered, etc. For uncompleted jobs describe also the status of the work as of November 30. If more space is required use back of sheet. Turn sheet over vertically.)

The construction operations carrying on into the winter months, and the rainfall being exceptionally heavy for this district this year, considerable time was lost due to inclement weather, particularly during the paving operations, shoulder work and final cleanup. On account of this time lost an extension of time was necessary to complete the work.

The contract called for sprinkling of embankment materials. As it would be necessary for the contractor to lay a water pipe line the length of the project for the paving operations he elected to install the water line at the start of the grading that it might be used for sprinkling the embankments.

Outlets were provided at approximately 300 ft. intervals along the pipe line the water being applied to the fills through hose and nozzle, the quantity applied being measured through a master meter at the pump.

(over)

See also page .... of 1921-22 report. County JACKSON Prefix 15 - 1115

This method proved very satisfactory as it did not interfere with any of the grading equipment and sprinkling was carried on at several different points simultaneously. This could not have been done with a single sprinkling wagon as is usually provided.

Job Description for Biennial Report

CONSTRUCTION JOB

PHOENIX - BEAR CREEK (Name of Section) GRADING & PAVING (Kind of Work)

Federal Aid Project No. 157 A & D

On PACIFIC Highway, from a point 1.5 mi. south of Phoenix (M.P. 316.97) running southerly along the centerline of the existing highway to the north City Limits of Talent (M.P. 317.85), thence southeasterly along a relocation to the first crossing of Bear Creek, making a connection with the existing highway (M.P. 320.39)

(Describe beginning and ending points with reference to towns, streams or other known points, and describe portions not included.)

3.42 Miles of Grading and Portland Cement Concrete Pavement. (Kind of work as grading, grading and surfacing)

Standard 22 ft. concrete pavement with 8 ft. gravel shoulders. Overall width of traveled way 38 ft.

(Describe type of construction by giving width of surfacing and similar information)

Contract No. 1992, awarded June 19th, 1937 (Date),

to Jacobsen-Jensen Co. (Name of contractor), of 517 NE Stanton St., Portland, Ore. (Contractor's address),

Work commenced July 1st, 1937 (Date). Completed Feb. 9th, 1938 (Date)

Final (Estimated or final) cost, $ 155,848.92

Resident Engineer C. C. Gall

REMARKS: (Describe here such special important features as apply to the particular job concerned, such as work performed by state forces, contract extended or altered, unusual conditions encountered, etc. For uncompleted jobs describe also the status of the work as of November 30. If more space is required use back of sheet. Turn sheet over vertically.)

The construction operations carrying on into the winter months, and the rainfall being exceptionally heavy for this district this year, considerable time was lost due to inclement weather, particularly during the paving operations, shoulder work and final cleanup. On account of this time lost an extension of time was necessary to complete the work.

The contract called for sprinkling of embankment materials. As it would be necessary for the contractor to lay a water pipe line the length of the project for the paving operations he elected to install the water line at the start of the grading that it might be used for sprinkling the embankments.

Outlets were provided at approximately 300 ft. intervals along the pipe line the water being applied to the fills through hose and nozzle, the quantity applied being measured through a master meter at the pump.

(over)

See also page .... of 1921-22 report. County JACKSON Prefix 15 - 1115

This method proved very satisfactory as it did not interfere with any of the grading equipment and sprinling was carried on at several different points simultaneously. This could not have been done with a single sprinkling wagon as is usually provided.

FORM D-A-1

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

#199

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

[illegible]

Medford, Ore.
March 25, 1938

STATE H
IN REPLY PLEASE
REFER TO FILE No.

157 a B

W. M. Lynch,
District Engineer,
U. S. Bureau of Public Roads
Portland, Ore.

RECEIVED
MAR 3[illegible] 1938

Dear Sir:

Correction on the completion date for the PHOENIX-BEAR CREEK SECTION, Pacific Highway, Jackson County; F. A. P. 157 A & D; State Contract No. 1992.

Completion date should be Feb. 5th 1938 instead of Feb. 9th as previously reported. The 5th being the last date on which labor was performed by the contractor, the 9th being the date on which the project was inspected by the Division Engineer and approved.

Very truly yours,

C C Gall

Resident Engineer

cc R. H. Baldock
H. G. Smith
K. D. Lytle

H. D. SMITH

#1992

157 @ B

March 24, 1938

Great American Indemnity Company,
Harvey Wells Insurance Agency, Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Jacobsen-Jensen Company on Contract No. 1992 for the construction of the Phoenix-Bear Creek Section of the Pacific Highway in Jackson County. This payment will be made on or after April 2, 1938.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dist. by J. McFarland.

Form 333—5M—12-36

157 a B

EGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending March 19, 1938, *193*

Section Phoenix - Bear Creek

Kind of work Grading & Paving

Highway Pacific

Section prefix 15 - 1115

Contractor Jacobsen-Jensen Co.

Contract number 1992

Date of contract June 19, 1937, *193*

Date of completion Dec. 31, 1937, *193*

Date work started July 1, 1937, *193*

Estimated date of completion Feb. 9, 1938, *193*

Amount of contract $ 159,771.00

Per cent of time elapsed 135 %

Estimated cost of completed project, exclusive of engineering $ 155,848.92

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 12,100.00, 7.5 %

Date project was completed , *193*

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

NOTED
H. [illegible] SMITH

Complete setting right-of-way posts and pins this week.

Set markers for the installation of Federal Aid Posts.

Set markers for mile posts.

Records of the final estimate shipped on the 18th. to the Division office.

Signed C. C. Gall.

Address Medford, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	3.42	3.42			3.42
Miles partially completed					
Miles completed	All	All			All
Total estimated quantities	107,300	30,445			44,154
Estimated quantities moved or placed to date	All	All			All
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cloudy		
Monday	"		
Tuesday	Rain		
Wednesday	"		
Thursday	Cloudy		
Friday	Rain		
Saturday	"		

Form [illegible]—[illegible]—6-37

157-2B

V

GON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Mar. 12, 1938, 193

Section Phoenix - Bear Creek

Kind of work Grading & Paving

Highway Pacific

Section prefix 15 - 1115

Contractor Jacobsen-Jensen Co.

Contract number 1992

Date of contract June 19, 1937, 193

Date of completion Dec. 31, 1937, 193

Date work started July 1, 1937, 193

Estimated date of completion Feb. 9, 1938, 193

Amount of contract $159,771.50

Per cent of time elapsed 131 %

Estimated cost of completed project, exclusive of engineering $155,848.92

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering cost to date, $12,050.00, 7.5 %

Date project was completed Feb. 9, 1938, 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The final estimate is ready for submission as sonn as the Price Agreement for Cement Adjustment has been signed and returned by the contractor.

Signed C. C. Gall

Address Res. Engr.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

ED S RICU

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	3.42	3.42			3.42
Miles partially completed					
Miles completed	all	all			all
Total estimated quantities	107,300	30,445			44,154
Estimated quantities moved or placed to date	All	All			All
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	Cloudy		
Friday	"		
Saturday	"		

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

No. 8

IN YOUR REPLY PLEASE
REFER TO FILE No. ________

RECEIVED
[illegible] - 1938
STATE HIGH[illegible]

March 7, 1938

157-D
1492

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon F.A.P. 157-D, Phoenix-Bear Creek section, Pacific Highway ________, was made by a representative of this office on February 15, 1938. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Im

RECEIVED
FEB 26 1938
FOR FILING

157 a B

4199

February 21st, 1938

Mr. W. M. Lynch
District Engineer
Bureau of Public Roads
Portland, Oregon

Dear Sir:

Jacobsen-Jensen, contractors on the Phoenix-Bear Creek Section of the Pacific Highway in Jackson County, Contract No. 1992, F.A.P. 157-A and 157-B, have asked for 40 days' extension. The specified completion date was December 31st, 1937, and the actual time of completion was February 9th, 1938.

The main reason for the requested extension, as advanced in their attached letter, is the inadequacy of the time specified. The Commission considered it necessary to have the job finished on the date specified on account of the inconvenience of detour roads and the inadvisability of carrying traffic over the old pavement for another winter.

There was 16 days' delay in awarding the contract, and since it has become the established policy of the Commission to allow extensions of time for any delay after 10 days, I ask your concurrence in an extension of time for 6 days for the unusual delay in the awarding of the contract, the engineering expense to be charged for the remaining 34 days a s well as the cost of maintaining the detour road for that time.

Very truly yours,

R State Highway Engineer

REFERRED TO
BY SECRETARY

FORM 3-A-1 10M 8-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
FEB 24 1938
FOR FILING

February 21st, 1938

Mr. K. D. Lytle
Division Engineer
State Highway Dept.
Roseburg, Oregon

NOTED
State Highway Engineer

Dear Sir:

Reference is made to your recommendations on the Jacobsen-Jensen Contract No. 1992, Phoenix-Bear Creek Section of the Pacific Highway in Jackson County.

Our contract proposals specify a limited thirty days which the contract can be held prior to awarding, but inasmuch as the contractors usually figure it will be awarded immediately and time limits are sometimes rather short, the Commission has decided that they will extend the contract time for all delay after 10 days. In the present instance you have recommended that the contractor be given an extension of 16 days which occurred in awarding the contractor. In accordance with the above policy only 6 days' extension can be given.

In the future please make your recommendations on the above basis.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

FORM 2-A-1 10M 6-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
FEB 15 1938
FOR FILING

OREGON STATE HIGHWAY COMMISSION

SALEM

February 8, 1938

IN REPLY PLEASE
REFER TO FILE NO.

Mr. K. D. Lytle,
Division Engineer,
Roseburg, Ore.

Dear Sir:

The other day we wrote you requesting additional authorization to cover the maintenance of detour road on the Phoenix-Bear Creek Section of the Pacific Highway. Mr. Townsend says that if this is not sent immediately it will be necessary to withdraw State forces as they had already exceeded the authorization by more than 100%.

Please submit this at once.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H

CC to
R.H.Baldock

#1992

RECEIVED
FEB 16 1938
FOR FILING

154 AR

January 27, 1938

Jacobsen-Jensen Company,
517 N. E. Stanton Street,
Portland, Oregon.

Attention: Mr. E. F. Jacobsen, Pres.

Gentlemen:

Receipt is acknowledged of your letter of January 26th requesting an extension of time of 40 days on your contract No. 1992, Phoenix-Bear Creek Section in Jackson County.

You are advised that before your application can be accepted and acted upon by the Highway Commission it will be necessary to have the written consent of your surety on the bond furnished in connection with the contract. Please secure the consent of surety and forward it to this office to accompany your application.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

cc to K. D. Lytle.

Mr. Lytle:

Copy of their letter is attached hereto. Please advise of your recommendations. If in your opinion the 40 days requested will not be sufficient time in which to complete all of the work, please advise the contractors to submit another application for a longer period of time so that it will not be necessary to secure another extension at a leter date.

H. B. Glaisyer.

FORM 8-A-1 10M 9-37

Commissioners
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

January 21, 1938

IN REPLY PLEASE
REFER TO FILE NO.

157 a B

Mr. E. D. Lytle,
Division Engineer,
Roseburg, Ore.

NOTED
State Highway Engineer

Dear Sir:

Recently a State Force Order in the amount of $300.00 was approved for maintenance of the Anderson Creek Road in connection with the Phoenix-Bear Creek Section of the Pacific Highway. Mr. Townsend was in the office this morning and stated that to January 15th, there had been spent $521.24 and requested an additional authorization.

Will you please submit new State Force Order to cover the difference. If additional maintenance work is to be done the order should also cover the anticipated additional expenditure.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H

CC to
R.H.Baldock ✓

RECEIVED
DEC 29 1937
FOR FILING

157-D

December 23, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We refer to your letter of December 10th, concerning Price Agreement No. 2 for the construction of a concrete stairway at Station 248+00 of Project F. A. 157-D (Phoenix-Bear Creek Project).

These steps are at the entrance to the County Poor Farm and are required to replace an existing facility. They qualify for federal aid under numbered paragraph 5 of General Administrative Memorandum No. 35.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:[illegible]

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
DEC 11 1937
OREGON
STATE HIGHWAY COMMISSION

December 10, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Receipt is acknowledged of Price Agreement No. 2 for construction of a concrete stairway at Sta. 248+00 of Oregon F.A.P. 157-D, the Phoenix-Bear Creek section of the Pacific Highway, at an estimated cost of $67.98.

This price agreement calls for the construction of concrete steps up the slope bank at right of Sta. 248+00 and has been approved by Mr. J. W. DeSouza, Assistant Attorney. There is some doubt as to whether this construction is eligible for Federal participation, particularly from a right of way standpoint, and we would appreciate advice from you as to whether this item is connected in any way with obtaining rights of way.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

RECEIVED
DEC 21 1937
LEGAL DEP'T

OREGON STATE HIGHWAY COMMISSION

DAILY REPORT ON RIGHT OF WAY NEGOTIATIONS File No. 4548

attention Mr Probert

Portland Dec. 20, 1937, 193

Name of legal owner Jackson County Address Medford, Oregon.

Location of property Bear Creek-Talent Sec. Pacific Hwy. Jackson County.
(Give Highway, County, and distinguishing designation of location)

Report* I have a letter from Mr. DeSouza dated Dec. 17, referring to steps to be constructed in front of the County Poor Farm. Prior to the new Hwy Const. there was a gate at this point with a concrete step or two but owing to a change of grade it was necessary to build a new entrance and as I remember it the new stairway had six or seven steps. Plans for this work were prepared by Mr. Slavin who was then in charge of the work, they were approved by the County and I believe were included in the contract. There must be drawings covering this work. This was a necessary expenditure as the State was merely substituting a new entrance for an old one.

REFERRED
TO S. H. Probert
FOR
I W De SOUZA

NOTED

C. L. Gardiner
Right of Way Agent

Address

Until

---

* Give persons interviewed; place of interview; result of interview, as well as any other steps taken incidental to closing the transaction, such as involve options, abstracts, deeds, vouchers, mortgages, etc. Make a separate report for each property. Particularly state any promises made or received.

1500 10-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

December 17, 1937

R 4548

Mr. C. L. Gardiner
Multnomah Hotel
Portland, Oregon

Dear Sir:

Reference is made to settlement with Jackson County for right of way on the Bear Creek-Talent Section in the vicinity of the Experimental Farm.

Included in the settlement was an agreement to the effect that the State would construct concrete steps from the pedestrian gate to the highway level.

Will you please advise Mr. S. H. Probert, Office Engineer, with a carbon copy to this office, as to whether or not this agreement was occasioned by the necessity of replacing the existing steps or whether or not the steps were an entirely new matter occasioned by the change in the grade?

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

JWD:AW
cc Mr. S. H. Probert ✓

FORM 5-A-1 10M 7-37
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. C. VOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

OREGON STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

1937
STATE [illegible] COMMISSION

November 26, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: S. H. PROBERT

Dear Sir:

Reference is made to Order for Extra Work No. 1 on the Phoenix-Bear Creek Section, Contract 1988, covering the installation of metal gates in a concrete flume. The total original authorizations and the total authorizations to date are shown as being $176,771.65. Our records would indicate that these amounts should be $176,018.65.

Please advise.

Yours very truly,

K. D. LYTLE
Division Engineer

By

R. B. Sipprell
Office Engineer

RBS:MDG
cc--C. C. Gall
R. H. Baldock

[illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

November 6th, 1937

IN REPLY PLEASE
REFER TO FILE NO.

157 Q U

Mr. K. D. Lytle
Division Engineer
State Highway Dept.
Roseburg, Oregon

Dear Sir:

It will be satisfactory to leave the manhole as is on the Phoenix-Bear Creek Section, but please take unusual pains to see that the cover fits tightly so that there can be no movement.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AB

cc to: R. H. Baldock ✓

NOTED

FORM 5-A-1 6M 5-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

OREGON STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

1937

15 LL 13

Nov. 5th, 1937.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: R. G. SMITH

Dear Sir:

I looked into the matter of changing the manhole on the Phoenix-Bear Creek Section and there are so many complications involved in this work it would not appear feasible. The cost as estimated by Mr. Gall is approximately $[illegible].00 and as a result I would recommend that it be left as originally planned. The present manhole is at the intersection of two sewer lines which converge at right angles.

Very truly yours,

K. D. LYTLE
Division Engineer

cc. R. H. Baldock

KDL:AF

NOTED

10 M-3-35

157

Foster and Kleiser
COMPANY
ADVERTISING
311 SOUTH FRONT
TELEPHONE 44

RECEIVED
OCT 29 1937
OREGON
STATE HIGHWAY COMMISSION

MEDFORD, ORE.
October 28, 1937

NOTED

Oregon State Highway Commission
Salem, Oregon

Attention: R. H. Baldock, State Highway Engineer

Gentlemen:

In reply to your letter of October 25th, please be advised that we have received your check in the amount of $60.00 covering the invoice which incurred this correspondence.

We do not know the name of the gentleman employed by you who ordered the moving of these two signs; however, they were located immediately north of Talent on the east side of the road approximately 100 feet north of the Anderson Creek Road.

We hope this information is satisfactory and wish to thank you for your cooperation.

Very truly yours,

FOSTER AND KLEISER COMPANY

LMWeisenburger wp
L. M. Weisenburger
Manager, Medford Branch

Mr. Baldock
#1992
Remove sign from
R/W purchased for
this section & the
work was covered by
state force orders, but
the work was performed
by Foster & Kleiser Co.
Low

LMW:WP

OCT 30 1937

MEDFORD BRANCH

RECEIVED
OCT 27 1937
FOR FILING
157-D

October 26, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed two signed copies of project agreement for the Phoenix-Bear Creek Section, FA 157-D.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

FORM 3-A-1 5M 5-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
OCT 19 1937
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
1937
FOR FILING
15707

Oct. 18th, 1937.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

I am sending herewith for your consideration, price agreement #2 on the Phoenix-Bear Creek Section of the Pacific Highway.

The construction of the concrete stairway at station 248+00 was not included in the original contract items, hence this agreement. The stairway is to serve the county farm and it is being constructed at the request of the county officials as part of the right of way agreement. As this type of construction calls for considerable more finishing work and fitting than any similar contract item, the price agreement is being submitted to cover the work.

Very truly yours,

K. D. LYTLE
Division Engineer

cc. R. H. Baldock ✓

KDL:AF

RECEIVED
OCT 11 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

(Stencil #28)

RECEIVED
OCT 11 1937
OREGON
STATE HIGHWAY COMMISSION

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon F.A.P. 157-D
Phoenix-Bear Creek section
Pacific Highway

October 9, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

FORM 9-A-1 5M 5-37

Commissioners
HENRY F. CABELL, Chairman, Portland
E. B. ALDRICH, Pendleton
F. L. TON VELLE, Jacksonville

H. B. GLAISYER, Secretary

R. H. BALDOCK
State Highway Engineer
Salem

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
OCT 7 1937
FOR FILING
157aB

September 24th, 1937

IN REPLY PLEASE REFER TO FILE NO.

Jacobsen-Jensen Co., Contractors
517 N. E. Stanton Street
Portland, Oregon

NOTEL
State Highway Engineer

Dear Sirs:

157aB 189-c

I note that your progress on both the Turkey Hill Section and the Phoenix-Bear Creek Section is falling behind schedule of performance, and you cannot complete within the time limits. Please give this your immediate consideration and do everything possible to expedite these jobs.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. C. Smith
Construction Engineer

HCS:AR

cc to: R. H. Baldock

Commissioners
Henry F. Cabell, Chairman, Portland
E. B. Aldrich, Pendleton
F. L. Tou Velle, Jacksonville

H. B. Glaisyer, Secretary

R. H. Baldock
State Highway Engineer
Salem

OREGON STATE HIGHWAY COMMISSION
SALEM

In Reply Please
Refer to File No.

RECEIVED
OCT 9 1937
FOR FILING
157 a B

NOTED
State Highway Engineer

Sept. 20th, 1937

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

I am sending herewith Price Agreement on Phoenix-Bear Creek Section, Pacific Highway covering salvaging of culvert pipe.

This agreement was recently returned to us for the signature of the contractor.

Very truly yours,

K. D. LYTLE
Division Engineer

cc. R. H. Baldock

KDL:AF

FORM 3A-4 5M 9-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
SEP 14 1937
FOR FILING
157 Q B

September 11, 1937.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. C. C. Gall,
Resident Engineer,
Medford, Ore.

NOTED
State Highway Engineer

Dear Sir:

We are returning herewith Price Agreement No. 1, Phoenix - Bear Creek Section of the Pacific Highway.

Will you please secure the signature of the contractor and return to this office for further handling.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H
CC to
R.H.Baldock ✓
E. D. Lytle

RECEIVED
SEP 7 1937
FOR FILING

157-D

September 3, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Phoenix-Bear Creek Section, Federal Aid Project No. 157-D.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department　　　　Federal Aid Project No. 157-B

PHOENIX-BEAR CREEK SECTION OF THE
PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 25, 1937

Portland Cement Concrete Pavement (Sta. 82+29 to 208+00) (Sta. 216+70 to 238+10)

All Required		Clearing and Grubbing		$ 2,500.00
1,680	cu. yds.	Trench Excavation	$ 1.25	2,100.00
102,000	cu. yds.	Excavation, Single Classif.	0.25	25,500.00
86,000	yd. sta.	Overhaul	0.01	860.00
31,900	yd. mi.	Truck Haul	0.10	3,190.00
3.06	miles	Finishing Roadbed and Slopes	200.00	612.00
1,900	M-Gal.	Sprinkling Embankment Materials	1.20	2,280.00
6,500	lin. ft.	Rounding Cutbanks	0.10	650.00
6,400	sq. yds.	Removal of Old Pavement	0.20	1,280.00
220	lin. ft.	9" Perforated Iron Pipe	1.25	275.00
180	lin. ft.	12" Perforated Iron Pipe	1.50	270.00
350	lin. ft.	8" Concrete Siphon Pipe	1.00	350.00
500	lin. ft.	18" Corr. Iron Siphon Pipe	2.50	1,250.00
200	lin. ft.	8" Concrete Pipe	0.80	160.00
270	lin. ft.	12" Concrete Pipe	1.25	337.50
3,020	lin. ft.	18" Concrete Pipe	2.50	7,550.00
280	lin. ft.	24" Concrete Pipe	3.75	1,050.00
110	lin. ft.	30" Concrete Pipe	6.00	660.00
100	lin. ft.	36" Concrete Pipe	8.00	800.00
150	cu. yds.	Rock Backfill in Drains	1.50	225.00
33	cu. yds.	Class "A" Concrete	22.00	726.00
7	cu. yds.	Class "B" Concrete	20.00	140.00
1,600	lbs.	Metal Reinforcement	0.05	80.00
540	lin. ft.	Moving Concrete Flume	1.00	540.00
440	lin. ft.	Cable Guard Fence	1.00	440.00
650	cu. yds.	Salvaging Surfacing Materials	0.70	455.00
20,300	cu. yds.	Gravel Base	0.60	12,180.00
3,980	cu. yds.	1" - 0" Materials in Shoulders and Surfacing	1.50	5,970.00
610	cu. yds.	Sand Cushion	1.40	854.00
1,330	cu. yds.	Filler	0.60	798.00
1,330	yd. mi.	Hauling Filler	0.20	266.00
39,550	sq. yds.	Portland Cement Concrete Pavement	1.45	57,347.50
4,300	lin. ft.	Expansion Joints	0.15	645.00
20,580	lin. ft.	Contraction Joints	0.03	617.40
21.330	only	Dowels	0.15	3,199.50
22,250	lbs.	Tie Bars and Reinforcement	0.05	1,112.50
160	cu. yds.	Mineral Aggregate in Place	3.50	560.00
21	tons	No. 3 Road Oil in Place	40.00	840.00
			Subtotal	$138,670
			10% Engr. & Cont.	13,867
			Total	$152,537

Length of Roadway	3.050 miles
Cost per mile	$ 50,012

City of Talent Section
Portland Cement Concrete Pavement
(Sta. 208+00 to 216+70)

			[illegible]	[illegible]
All Required		Clearing and Grubbing	[illegible]	$ 135.00
300	cu. yds.	Trench Excavation	$ 1.25	375.00
2,000	cu. yds.	Excavation, Single Classif.	0.25	500.00
0.16	mile	Finishing Roadbed and Slopes	200.00	32.00
300	sq. yds.	Removal of Old Pavement	0.20	60.00
150	lin. ft.	12" Perforated Iron Pipe	1.50	225.00
170	lin. ft.	12" Corr. Iron Siphon Pipe	1.75	297.50
220	lin. ft.	18" Corr. Iron Siphon Pipe	2.50	550.00
30	lin. ft.	12" Concrete Pipe	1.25	37.50
80	lin. ft.	18" Concrete Pipe	2.50	200.00
50	cu. yds.	Rock Backfill in Drains	1.50	75.00
7	cu. yds.	Class "A" Concrete	22.00	154.00
1,200	cu. yds.	Gravel Base	0.60	720.00
200	cu. yds.	1" - 0" Materials in Shoulders and Surfacing	1.50	300.00
40	cu. yds.	Sand Cushion	1.40	56.00
70	cu. yds.	Filler	0.60	42.00
70	yd. mi.	Hauling Filler	0.20	14.00
2,150	sq. yds.	Portland Cement Concrete Pavement	1.45	3,117.50
220	lin. ft.	Expansion Joints	0.15	33.00
1,100	lin. ft.	Contraction Joints	0.03	33.00
1,120	only	Dowels	0.15	168.00
800	lbs.	Tie Bars and Reinforcement	0.05	40.00
			Subtotal	$ 7,164
			10% Engr. & Cont.	716
			Total	$ 7,880

Length	0.165 mile
Cost per mile	$ 47,757

Wagner Creek Bridge

260	cu. yds.	Structural Excavation	$ 1.25	$ 325.00
20	cu. yds.	Structural Excavation Below Plans	3.00	60.00
170	cu. yds.	Class "D" Concrete	20.00	3,400.00
32,000	lbs.	Metal Reinforcement	0.05	1,600.00
80	lin. ft.	Concrete Handrail	4.00	320.00
			Subtotal	$ 5,705
			10% Engr. & Cont.	570
			Total	$ 6,275

Length	.006 mile

626 622

[illegible] DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Roadwork			
Outside City	$ 152,537	$ 93,055	$ 59,482
Inside City	7,880	4,807	3,073
Wagner Creek Bridge	6,275	3,828	2,447
	$ 166,692	$ 101,690	$ 65,002

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

[illegible] ... [illegible] recommended for approval, subject to [illegible] ... [illegible] ... [illegible].

[illegible] resolution covering encroachments [illegible] forwarded as soon as possible.

Very truly yours,

R. H. LYNCH
District Engineer

By [illegible]

[illegible] Andrews
Sr. Highway Engineer

1937
FOR FILING

157-D

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

May 19, 1937

1937

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Project No. 157-D, the Phoenix-Bear Creek Section of the Pacific Highway, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

Copies of city resolution covering encroachments should be obtained and forwarded as soon as possible.

Very truly yours,

W. H. LYNCH
District Engineer

By F E Andrews
F. E. Andrews
Sr. Highway Engineer

FORM 50-A-1 5M 5-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
AUG 30 1937
FOR FILING
157 a B

August 27th, 1937

Jacobsen-Jensen Company
517 N. E. Stanton St.
Portland, Oregon

Dear Sirs,

Referring to yours of August 23rd, wish to advise that the sub-contract with Tom Lillebo on the Phoenix-Bear Creek Section, Jackson County, Contract 1992, and the sub-contract with Warren Northwest Company on the McMinnville project, Contract 1991, Yamhill County, have been referred to the Division Engineers for their approval.

In order to expedite the approval of sub-contracts, we suggest that in the future you submit them direct to the Division Engineers for approval. The sub-contracts should be accompanied by a letter requesting permission to sub-contract the work with a statement showing that the sub-contractor is particularly equipped and experienced to handle such work.

Very truly yours,
R. H. BALDOCK
STATE HIGHWAY ENGINEER

By
H. G. Smith
Construction Engineer

Dictated by
Chas. E. Low
R

cc to: R. H. Baldock ✓

NOTED
State Highway Engineer

FORM 5-A-1 5M 5-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
W. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
AUG 30 1937
FOR FILING
157 OK

August 24th, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. K. D. Lytle
Division Engineer
State Highway Dept.
Roseburg, Oregon

Dear Sir:

Herewith, two copies of sub-contract between Jacobsen-Jensen Company and Tom Lillebo for building a reinforced concrete bridge over Wagner Creek etc. on the Phoenix-Bear Creek Section.

This sub-contract meets with the approval of this office, and if it meets with your approval please advise the contractor and sub-contractor.

We have retained one copy of the sub-contract for our files.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

Dictated by
Chas. E. Low
R

cc to: R. H. Baldock ✓

NOTED
Highway Engineer

RECEIVED
JUL 27 1937
FOR FILING
1570B

July 26, 1937

JACOBSEN-JENSEN COMPANY
517 N. E. Stanton Street
Portland, Oregon

Gentlemen:

We are forwarding to you today by express a fully executed copy of contract No. 1992, which was awarded to you on June 19, 1937, for the grading and paving of the Phoenix-Bear Creek Section of the Pacific Highway, in Jackson County.

This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MHL

FORM 5-K-1 1500 4-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOUVELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION

SALEM

JUL
FOR FILING
157 a 6

July 9, 1937

R 4546
R 4557

Mr. M. D. McCallister
Office

Dear Sir:

Yesterday the State Highway Commission considered the matter of right of way on the Bear Creek-Talent Section of the Pacific Highway covered by files 4546 and 4557 hereto attached.

The history of this matter is that the Board of Regents, Oregon Agricultural College, owns a small tract of land in fee in the vicinity of Station 259 and has a perpetual lease on the portion extending from about Station 234+50 to Station 249+50, which is owned by Jackson County. The County is willing to deed to us without cost, subject to the lease, the right of way across the county property, but Professor Reimer, who is in charge of the Experimental Station, demanded $500.00 for a release of the college interests. This amount was considered excessive by the State Highway Commission and at a previous meeting they instructed that the construction proceed without taking any of the college-owned property or the property on which it has the lease. Later developments, however, have indicated that this is impossible, and yesterday the State Highway Commission instructed us to have you contact Professor Schoenfeldt (I believe this is the spelling), as it was stated that you personally were acquainted with him.

It was the feeling of the State Highway Commission that the College should cooperate to the extent of at least giving us a permit to encroach upon the county property, provided that no excavation or embankment will be constructed which will actually encroach upon the trees which have been planted within the additional area required for right of way. The actual construction can not be confined within existing right of way limits, but it can be done so as not to touch the trees. There is the item, however, of the moving of certain shrubs as mentioned in Mr. Gardiner's report of July third which will have to be taken care of.

It is requested that you give this matter attention at as early a date as possible, as it is all that is holding up the awarding of the contract for the Bear Creek-Talent Section.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

NOTED

Enclosures
JWD:AW
cc Mr. R. H. Baldock
Mr. C. L. Gardiner

RECEIVED
JUN 21 1937
FOR FILING

June 19, 1937

Jacobsen-Jensen Company,
517 Northeast Stanton St.,
Portland, Oregon

Gentlemen:

Confirming my wire to you of this date, the State Highway Commission awarded to you yesterday, June 18, the contract covering the grading, paving and bridge construction on the Phoenix-Bear Creek Section of the Pacific Highway, in Jackson County. This award was based on your low bid of $159,771.50 submitted on June 3, 1937.

Contract forms will be sent to you in a few days for execution.

Yours very truly,

HBG:MC

Secretary

cc - S. H. Probert

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	☒	FULL RATE	☐
DAY LETTER	☐	DEFERRED	☐
NIGHT MESSAGE	☐	NIGHT LETTER	☐
NIGHT LETTER	☐	SHIP RADIOGRAM	☐

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

COPY OF
WESTERN UNION TELEGRAM

SALEM OREGON JUNE 19, 1937

JACOBSEN JENSEN COMPANY
517 NORTHEAST STANTON ST.
PORTLAND OREGON

THE STATE HIGHWAY COMMISSION AWARDED TO YOU ON JUNE EIGHTEENTH CONTRACT COVERING GRADING, PAVING, AND BRIDGE CONSTRUCTION ON PHOENIX BEAR CREEK SECTION OF PACIFIC HIGHWAY IN JACKSON COUNTY BASED ON YOUR LOW BID SUBMITTED JUNE THIRD STOP CONTRACT FORMS FOLLOW SHORTLY

H B GLAISYER SECRETARY

file

Jan

RECEIVED
[illegible]

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

RECEIVED
JUN 21 1937
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE
REFER TO FILE NO. 157 a [illegible]

POST OFFICE BUILDING
PORTLAND, OREGON

June 18, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Projects Nos. 157-A and D, Phoenix-Bear Creek section of the Pacific Highway, to Jacobsen-Jensen Co., Portland, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

157 B

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
JUN 2 1937
FOR FILING

June 1, 1937.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. K. D. Lytle,
Division Engineer,
Roseburg, Ore.

NOTED

Dear Sir:

The specifications on Page 40 of the Special Provisions for the Phoenix-Bear Creek Section covering the O-30 Modified is for the oiling of the temporary detours to carry traffic around the project during construction. This specification has been used on other projects and has been quite satisfactory. 3/4" to dust aggregate is used for the convenience of the contractor. This is not a standard specification and is to be used only when especially specified as in the present instance.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H

CC to
R.H.Baldock

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK,
STATE HIGHWAY ENGINEER,
SALEM.

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
JUN 2 1937
FOR FILING
Contract
Protest
Ordinary

May 29th, 1937

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JUN 1 - 1937
OREGON
STATE HIGHWAY COMMISSION

R. H. Baldock
State Highway Engr.
Salem, Oregon.

NOTED
State Highway Engineer

ATTN: H. G. SMITH

Dear Sir:

On page 40 of the Special Provisions of the Phoenix-Bear Creek Section, grading and paving, the following is given under——

Table of Details:

#2. Order and Rates of Spreading:

Spread ¾"—0" aggregate- - -0.015 c. y. per sq. yd.

On page 41 under Sizes of Aggregates "The aggregates shall be well and uniformly graded between ¾" size and dust."

Is this a new specification for oiling or should a change be made somewhere in the size between ¾" and dust?

Very truly yours,

K. D. LYTLE
Division Engineer

By RW
Raymond Walsh
Office Engineer

cc. R. H. Baldock

RW:AF

FORM 2-A-1 5M 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
MAY 26 1937
FOR FILING

May 22, 1937.

Mr. E.D. Lytle,
Division Engineer,
Roseburg, Ore.

Dear Sir:

Referring to yours of May 13th, relative to additional items of work to be performed on the Talent-Bear Creek Section, wish to advise that items 5, 6 and 7 were provided for in the contract.

Item 3 for concrete steps was not provided for in the contract and this work can be done under an Extra Work Order or Price Agreement. Under separate cover we are sending you five blue prints of the steps designed by the Bridge Department. We do not believe it is necessary to mention building of these steps to prospective bidders to mention building of these steps to prospective bidders.

Item 4, regarding maximum length of poles was referred to Mr. Crews. In this particular case the company will not request a permit, but will merely move their poles over. Would therefore suggest that in arranging with the company to move their poles that they be requested to place poles of such length as will not interfere with or require mutilation of shade trees.

We are returning Mr. Slaven's sketch of concrete steps, driveway designs, etc.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H.

CC to
R.H.Baldock

FORM 2-A-1 9M 3-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
MAY 24 1937
FOR FILING
Const
Projects

May 20, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

The State Highway Commission on May 17 authorized reconstruction of several hundred feet of Pacific Highway pavement a short distance south of the town of Phoenix, it being the south end of the section along which concrete shoulders have been constructed. I believe it is the intention to include this work in the Bear Creek-Tangent contract.

Very truly yours,

H B Glaisyer

Secretary

HBG:AM

cc - Mr. Smith
Mr. Probert

NOTED
State Highway Engineer

RECEIVED
SEP 7 1937
FOR FILING
157a 8-2

May 20, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith ten copies each of the following revised special provision pages for the Phoenix-Bear Creek Section, F. A. Projects Nos. 157-A and 157-D.

Page 26 - line 2, paragraph 1, the word "stove" changed to "stave".
Page 28 - line 3, paragraph 4 corrected to read "eight (8) per cent."
Page 38 - line 3, paragraph 6 corrected to read "eight (8) per cent."
Page 39 - line 6, paragraph 3, "and sprinkling" deleted.
Page 47 - specification under the subhead "Abrasion Requirements for Coarse Aggregates" added.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Aid Project
No. 157-D

PHOENIX-BEAR CREEK SECTION OF THE

PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, May 17, 1937

Portland Cement Concrete Pavement (Sta. 32+29 to 208+00) (Sta. 216+70 to [illegible])

All Required		Clearing and Grubbing		$ 900.00
1,680	cu. yds.	Trench Excavation	$1.00	1,680.00
102,000	cu. yds.	Excavation, Single Classification	0.25	25,500.00
86,000	yd. stas.	Overhaul	0.02	1,720.00
31,900	yd. mi.	Truck Haul	0.15	4,785.00
3.06	miles	Finishing Roadbed and Slopes	200.00	612.00
1,900	M.Gals.	Sprinkling Embankment Materials	1.50	2,850.00
6,500	lin. ft.	Rounding Cutbanks	0.10	650.00
6,400	sq. yds.	Removal of Old Pavement	0.30	1,920.00
220	lin. ft.	9" Perforated Iron Pipe	1.00	220.00
180	lin. ft.	12" " " "	1.50	270.00
350	lin. ft.	8" Concrete Siphon Pipe	0.80	280.00
500	lin. ft.	18" Corrugated Iron Siphon Pipe	2.50	1,250.00
200	lin. ft.	8" Concrete Pipe	0.70	140.00
270	lin. ft.	12" " "	1.20	324.00
3,020	lin. ft.	18" " "	2.00	6,040.00
280	lin. ft.	24" " "	3.00	840.00
110	lin. ft.	30" " "	5.00	550.00
100	lin. ft.	36" " "	6.50	650.00
150	cu. yds.	Rock Backfill in Drains	1.30	195.00
33	cu. yds.	Class "A" Concrete	25.00	825.00
7	cu. yds.	" "D" "	25.00	175.00
1,600	lbs.	Metal Reinforcement	0.06	96.00
540	lin. ft.	Moving Concrete Flume	1.10	594.00
440	lin. ft.	Cable Guard Fence	1.00	440.00
650	cu. yds.	Salvaging Surfacing Materials	0.75	487.50
20,300	cu. yds.	Gravel Base	0.40	8,120.00
3,980	cu. yds.	1" - 0" Materials in Shoulders and Surfacing	1.70	6,766.00
610	cu. yds.	Sand Cushion	1.50	915.00
1,330	cu. yds.	Filler	0.40	532.00
1,330	yd. mi.	Hauling Filler	0.20	266.00
39,550	sq. yds.	Portland Cement Concrete Pavement	1.55	61,302.50
4,300	lin. ft.	Expansion Joints	0.20	860.00
20,580	lin. ft.	Contraction Joints	0.03	617.40
21,330	only	Dowels	0.15	3,199.50

22,250	lbs.	Tie Bars & Reinforcement	$0.06	$ 1,335.00
160	cu. yds.	Mineral Aggregate in Place	4.00	640.00
21	tons	No. 3 Road Oil in Place	30.00	630.00
		Subtotal		$139,176
		10% Engr. & Cont.		13,917
		Total		$153,093

Length of Roadway	3.050 miles
Cost per Mile	$50,194

City of Talent Section
Portland Cement Concrete Pavement
(Sta. 208+00 to 216+70)

All Required		Clearing and Grubbing		$ 50.00
300	cu. yds.	Trench Excavation	$1.00	300.00
2,000	cu. yds.	Excavation, Single Classification	0.25	500.00
0.16	mile	Finishing Roadbed and Slopes	200.00	32.00
300	cu. yds.	Removal of Old Pavement	0.30	90.00
150	lin. ft.	12" Perforated Iron Pipe	1.50	225.00
170	lin. ft.	12" Corrugated Iron Siphon Pipe	1.60	272.00
220	lin. ft.	18" " " " "	2.50	550.00
30	lin. ft.	12" Concrete Pipe	1.20	36.00
80	lin. ft.	18" " "	2.00	160.00
50	cu. yds.	Rock Backfill in Drains	1.30	65.00
7	cu. yds.	Class "A" Concrete	25.00	175.00
1,200	cu. yds.	Gravel Base	0.40	480.00
200	cu. yds.	1" - 0" Materials in Shoulders and Surfacing	1.70	340.00
40	cu. yds.	Sand Cushion	1.50	60.00
70	cu. yds.	Filler	0.40	28.00
70	yd. mi.	Hauling Filler	0.20	14.00
2,150	sq. yds.	Portland Cement Concrete Pavement	1.55	3,332.50
220	lin. ft.	Expansion Joints	0.20	44.00
1,100	lin. ft.	Contraction Joints	0.03	33.00
1,120	only	Dowels	0.15	168.00
800	lbs.	Tie Bars and Reinforcement	0.06	48.00
		Subtotal		$ 7,002
		10% Engr. & Cont.		700
		Total		$ 7,702

Length	0.165 mile
Cost per Mile	$46,678

Wagner Creek Bridge

260	cu. yds.	Structural Excavation	$3.00	$ 780.00
20	cu. yds.	" " Below Plans	5.00	100.00

170	cu. yds.	Class "B" Concrete	$25.00	$ 4,250.00
32,000	lbs.	Metal Reinforcement	0.06	1,920.00
80	lin. ft.	Concrete Handrail	5.00	400.00
		Subtotal		$ 7,450
		10% Engr. & Cont.		745
		Total		$ 8,195

Length 0.006 mile

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Roadwork			
Outside City	$153,093	$ 93,392	$59,701
Inside City	7,702	4,699	3,003
Wagner Creek Bridge	8,195	4,999	3,196
	$168,990	$103,090	$65,900

FORM 8-A-1 3M 3-37

COMMISSIONERS

HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
MAY 3 1937
FOR FILING

Const
Projects

May 1, 1937.

RECEIVED
MAY 3 1937
OREGON
STATE HIGHWAY COMMISSION

NOTED
State Highway Engineer

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

In accordance with your request of April 21st, we are sending you under separate cover, blue print of the Talent-Bear Creek Section, showing position of culverts, irrigation ditches, drain ditches etc.

The Southern Oregon Gas Corporation, The California Oregon Power Co., and The Pacific Telephone & Telegraph Co., have been notified of the proposed change in alignment.

Very truly yours,

K. D. LYTLE
Division Engineer

By
Raymond Walsh
Office Engineer

cc. R. H. Baldock

RW:AF

P.S. We are attaching Mr. C. C. Slavens letter of April 27th, in answer to your questions of April 21st.

FORM 5-A-1 10M 10-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
APR 22 1937
FOR FILING
Const
Projects

April 21, 1937.

IN REPLY PLEASE REFER TO FILE NO.

Mr. K. D. Lytle,
Division Engineer,
Roseburg, Ore.

Dear Sir:

In starting the plans and Special Provisions for the Talent-Bear Creek Section of the Pacific Highway, the following questions have been brought up:

Talent Bear Creek Section

1 - Show proposed position of all culverts
2 - " " " " " " for road approaches and connecting roads
3 - Show proposed position of all siphons
4 - " " " " " " ditches (diversion, waste, drainage)
5 - " " " " " " Irrigation ditches
6 - Sta. 82+29 to 89+00 What provision is to be made for moving 2 inch gas pipe.
7 - Sta. 83 Show proposed position of 9-inch perforated pipe
8 - Sta. 177+47 to 183+29. What provision is to be made for moving private power line
9 - Sta. 215 Water pipe is shown 3/4 inch on profile and 1 inch on hard paper plan - which is correct?
    Show proposed location of this pipe, including portion across highway (profile shows 210 feet to be moved)
10 - Sta. 215 Concrete meter and distribution box - does this box have a lid? Can present lid be used - Show details of lid.
11 - Sta. 215+50 to 216+70 Hard paper plan shows 8-inch concrete pipe crossing road. Is this pipe to remain in place or should it be salvaged?
12 - Sta. 217 Intersection of highway and County road

12-inch perforated pipe	300 ft.
irrigation ditch, about	40 ft.
12-inch culvert pipe	50 ft.
12-inch " "	20 ft.

1-concrete catch basin
1- " headwall
Show proposed location of these items
Why is a concrete headwall required?

13 - Sta. 217+33 at right, water meter in 1" pipe line. Is this meter to be moved, does it require a concrete meter box, if work is to be done under project show design.

14 - Sta. 216 to 238+50 What provision is to be made for moving 1-inch water pipe
15 - Sta. 216 to 259+00 What provision is to be made for moving 2-inch gas pipe
16 - Sta. 216+70 to 230+81 Show proposed position of irrigation ditches, pipes, concrete flumes, etc.
17 - Sta. 217+08 to 230+81 Should 8" conc. pipe and 8" conc.siphon between these stations be salvaged and reinstalled
18 - Sta. 218+90 at Rt. 224+50 at Lt. 228, 233, 242+50 at Lt., 254+81, should 12-inch concrete pipe be salvaged
19 - Sta. 235+75 to 239+60 Plan shows 4 hydrants to be moved, specifications show 2 hydrants, which is correct?
20 - Sta. 238+88 at Rt. Water meter in 1-inch pipe line. Same question as No. 13
21 - Sta. 243+29 Drawings show a 3'x3' siphon box with 3'x3' metal grate. Can a standard catch basin be used here. (Plans show a 24 inch pipe furnishing water for an 8-inch pipe.
22 - Sta. 247+62 to 248+44 Show proposed portion of concrete flume
23 - Sta. 247+60 Should 12-inch concrete siphon be salvaged
24 - Sta. 92+50 Show length of 18" concrete pipe now in place.

Under separate cover we are sending one blue print each, map, profile and construction details for your use in answering the above questions.

We would appreciate having this information back at your earliest convenience in order that preparation of plans will not be delayed any longer than necessary.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H.

CC to
R.H.Baldock

FORM 5-A-1 5M 2-37

COMMISSIONERS

HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
APR 22 1937
FOR FILING
Contract
Projects

April 19th, 1937

RECEIVED
APR 20 1937
OREGON
STATE HIGHWAY COMMISSION

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

I am sending herewith a tracing showing alignment of the detour road that we intend to use in connection with the construction of the Bear Creek-Talent Section.

Very truly yours,

R. D. LYTLE
Division Engineer

cc. R. H. Baldock

RW:AF

FORM 5-A-1 8M 2-37
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
APR 12 1937
FOR FILING

Gravel
Concrete

April 9th, 1937.

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
APR 10 1937
STATE HIGHWAY COMMISSION

NOTED
State Highway Engineer

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: N. M. FINKBINER

Dear Sir:

As you probably know, we intend to call for bids on the paving of the Talent-Bear Creek job next May and I would be pleased to have you advise me whether or not the material in Bear Creek will be acceptable for use in concrete pavement.

We have specified two pits, one at mile post 317.25 and one at mile post 319.7 for use in the topping and have sent samples of them to you, the results of which are shown on Laboratory Reports #95054 and 94529 respectively. These reports indicate that the gravel is quite soft and I cannot understand why this is not the same grade of material in these pits as is found in the commercial plants at Ashland and Medford, both of which are located on this stream.

It occurred to me that this job may be sufficiently large enough to warrant the contractors putting in crushing plants at one of these sources if the material is acceptable for concrete paving. I am having Mr. Slavens send in samples from both of the bars and ask that you give me a report on their suitability for concrete aggregate and surfacing rock.

I note in an older report, Laboratory Report #27424, that the abrasion of the oversize from this rock is 1.76% while the abrasion shown on Laboratory Report #27238, taken from the same source, shows 7.88%. It occurs to me that the reason for the difference is due to the fact that only the oversize was tested on test #27424 while evidently the entire quantity was tested on the other sample, #27238.

I believe that the contractors will all ask us regarding this matter and we should be in a position to definitely inform them as to whether or not we accept this gravel.

Very truly yours,
K. D. Lytle
K. D. LYTLE
Division Engineer

cc. R. H. Baldock
KDL:AF

CONTRACT# [redacted] 1993, SEE: CONTRACT#1951

124

1993 SEE: Contract 1951

CONTRACT# 1994

WPGS 294-C Cook Station O'Xing Sec., 1937
West Portland-Hubbard Hwy.

1994

IVED
2 - 1939

WPGS 294-C

April 18, 1939

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Enclosed is a copy of Mr. Kendall's letter to our Division of Control regarding two grade separation projects, Oregon U. S. Works Program Grade Crossing Project WPGS 294-C and Oregon Federal Aid Grade Crossing Project FAGS 5-A.

The final voucher for WPGS 294-C has been forwarded with our recommendation for payment, but the one for FAGS 5-A is being held in this office awaiting a reply to our letter of March 1st in which certain questions regarding the railroad bill were raised. Any action you can take to expedite submission of the required information will be appreciated.

Yours very truly,

W. H. Lynch
District Engineer

Encl.

RECEIVED
MAR 23 1939
FOR FILING

WPGS-294-C

March 22, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

In accord with the request contained in your letter of March 17, 1939, we are enclosing herewith four copies of supplemental Extra Work Order No. 1, for the Cook Overcrossing Section, Project No. WPGS 294-C.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/HR

Encl.

RECEIVED
MAR 22 19
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

March 17, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Our field auditor has called attention to Extra Work Order No. 1, Supplement, dated September 14, 193 7. to Harold Blake in connection with Oregon U. S. Works Program Grade Crossing Project WPGS 294-C, the Cook Overcrossing, your contract No. 1994. The original work order was submitted to this office and recommended for approval, but we do not appear to have received copies of the supplement. Will you please furnish four copies for our consideration?

Very truly yours,

W. H. LYNCH,
District Engineer

By F E Andrews
F. E. Andrews,
Senior Highway Engineer

RECEIVED
JUL 19 1938
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. WPGS 294-C

POST OFFICE BUILDING
PORTLAND, OREGON

July 18, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon WPGS 294-C, Cooks Undercrossing, was made by a representative of this office on June 9, 1938.

Three copies of the agreement with the railroad company for the construction of this project should be forwarded this office with or prior to the final voucher, prompt submission of which will be appreciated.

Yours very truly,

W. H. LYNCH
District Engineer

By T. M. Davis
T. M. Davis
Highway Engineer

Jon

WPE3 294-C

RECEIVED
JUN 25 1938
FOR FILING

294-C

#1994

June 25, 1938

Glens Falls Indemnity Company,
Jewett, Barton, Leavy & Kern, Agents,
Lewis Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1994 for the construction of an overcrossing over the Southern Pacific Company tracks near Cook Station on the West Portland-Hubbard Highway in Washington County, has been completed by the contractor, Harold Blake, and that final settlement will be made by the State with said contractor for work done under said contract on or after July 5, 1938.

The State is not advised of any unapid claims for labor or material, or of the existance of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $35,571.30, including the final payment. Of this amount $2,109.82 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

Form 338—5M—5-36

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

WPGS 294-C

For Week Ending June 18, 1938, 193

Section Cook Station Overcrossing

Kind of work Grading and Structure

Highway West Portland - Hubbard

Section prefix 34-1014

Contractor Harold Blake

Contract number 1994

Date of contract July 8, 1937, 193

Date of completion June 30, 1938, 193

Date work started July 20, 1937, 193

Estimated date of completion June 11, 1938, 193

Amount of contract $34,912.00

Per cent of time elapsed 96%

Estimated cost of completed project, exclusive of engineering $37,151.63

Per cent of contract completed, based on total contract price 100%

Engineering cost to date, $4180.00, %

Date project was completed June 11, 1938, 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

As reported last week contractor Blake completed his work on this project on the 11th. On the 15th final estimate was delivered to the Division Office.

On the 15th and 16th maintenance department placed guard fences as needed to block certain streets cut off by the new construction.

NOTED
RAY WEBBER

Signed F. T. Young

Address Oregon City, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

#1994

	GRADING	SURFACING	ENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.306				
Miles partially completed	0.306				
Miles completed	0.306				
Total estimated quantities	57,087				
Estimated quantities moved or placed to date	57,087				
Average daily quantities	-				
Average daily quantities necessary to complete project on time	-				
Number shifts per day	-				
Hours per shift	-				
Average force on project for week	-				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull Dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

#1994

FORM 2-B-1 2M 12-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

RECEIVED
JUL 19 [illegible]38
FOR FILING

WPGS 294-C

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

June 13, 1938

Mr. H. B. Glaisyer
Secretary
Office

Dear Sir:

Harold Blake completed his work on Contract No. 1994 (Cook grade separation) on June 11, 1938.

Please secure authority from the Commission to pay the final estimate on this job.

Very truly yours,

G. S. Paxson
Bridge Engineer

By W A Reeves
W. A. Reeves
Office Engineer

CAG:CM

APPROVED BY HIGHWAY COMMISSION
DATE June 14, 1938
H B Glaisyer
Secretary

294-C

C
O
P
Y

605 Weatherly Bldg.
May 16, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: G. S. Paxson

Dear Sir:

Herewith Monthly Estimate for the West Fork Dairy Creek Contract No. 2041 and for the Sullivan's Gulch Contract No. 2002.

We sent you the Estimate for Cook's Crossing last Saturday, May 14th. This completes the Monthly Estimates from this Division for May 15th.

Accompanying the Estimate for Sullivan's Gulch are bills for Extra Work Orders No.'s 1, 2, 3, 4, 5 and 6. In addition to the regular items on these bills Mr. Skelton has shown the omitted public liability and property damage insurance to cover the payrolls submitted with this Estimate and to cover the payrolls on the Force Account previously submitted. This is in accordance with the contract as discussed with you Thursday.

The rate, such as .00581, is shown on the bill from the insurance company, a copy of which was sent you by Mr. Skelton on May 11th. This rate applying to the payroll plus 15% for the contractor's profit is the amount due the contractor.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
H. G. Smith

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, [illegible]

H. B. [illegible], SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
APR 4 1938
FOR FILING

OREGON STATE HIGHWAY COMMISSION

OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

294-C

RECEIVED
APR 1 - 1938
OREGON
STATE HIGHWAY COMMISSION

605 Weatherly Bldg.
March 31, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. M. Pinkbiner
Carl Smith

NOTED
State Highway Engineer

Dear Sir:

Marshall Dresser, Resident Bridge Engineer, has been transferred away from Oregon City and F. T. Young has taken his place as Resident Engineer on all remaining work on the Cook Overcrossing Contract, No. 1994.

Please mail all laboratory reports, invoices etc. to him instead of to Marshall Dresser.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock

FORM 0-B-1 5M 10-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

March 4, 1938

294-e

Mr. J. W. DeSouza
Assistant Attorney
Office

NOTED
State Highway Engineer

Dear Sir:

Herewith Order for State Force Work covering the reconstruction of the spring box for Dr. Loy on the Cook Overcrossing project. The price of $280 is based on a quotation from the Twiss Plumbing Service at Tigard, and I believe is as cheap as the job can be done. If this meets with your approval, please so note and pass on the order for Mr. Baldock's signature.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP IK
Attachments
cc R. H. Baldock

Commissioners
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

605 Weatherly Bldg.
February 16, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: J. V. DeSousa

Dear Sir:

I have received a copy of Mr. Paxson's letter to you, dated February 15th, concerning Dr. Loy's spring box near Cook Overcrossing.

The relocation of the pipe line has made necessary a longer length of the smaller pipes and, therefore, we would provide this extra length.

Dr. Loy has said he intended to buy all new pipe for the equivalent length of the old pipe now in the ground. The plumber understands this.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
G. S. Paxson

FORM 5-S-1 1M 11-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

MAR
FOR FILING

WP 294-C

RECEIVED
MAR 2 - 1938
OREGON
STATE HIGHWAY COMMISSION

March 1, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: C. S. Paxson

NOTED
State Highway Engineer

Dear Sir:

Mr. Marshall Dresser expects the sub-contractor will finish all bridge items on Cook Crossing this week and he expects to move away from West Linn soon.

He suggests the advisability of turning the remainder of the Cook job over to F. T. Young. This would make it unnecessary for Mr. Dresser to come back to Oregon City to sign labor payrolls once a week and other forms and the estimate once a month.

Mr. Dresser has turned in to the Salem office final computations for all the bridge items.

If it would meet with your approval, I suggest we turn the rest of this job over to F. T. Young. Should this be inadvisable, however, Mr. Young can check the payrolls, prepare the estimate, and other forms, and mail them to Mr. Dresser for signature, but this seems rather a round-about and time-wasting plan.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
H. G. Smith

FORM 2-2-1 1M 11-37
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
FEB 28 1938
OREGON
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

FOR FIL

wpgd-3116

605 Weatherly Bldg.
February 26, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: G. S. Paxson

Dear Sir:

Your letter of February 24th received with regard to engineering on the Cook Station Overcrossing Project. It is apparent that this item will considerably over-run the 6%. Mr. Dresser has shown, on his payroll to March 1st, time for himself totaling $1456.89 and there is still some stripping of forms and finishing work. In addition to his time, he has equipment rental totaling $203 and I would estimate other expense, such as gasoline, rent, phone, and supplies, at $150. This would make his total to date approximately $1800 or 10% on the contract bridge items, which total $18,450, and would amount to 5% on the total contract.

The excavation items total $16,469 and Mr. F. T. Young shows total engineering costs to February 12th as $309 for his party and their expenses to cover staking out the job. I estimate his engineering costs will run $700 or $800 more to complete the job. The engineering on a single small job performed during the winter months at rather slow speed can not be held to 6%. This job, besides the contract items, includes the railroad force account for $1700 and the Extra Work Order for piling for $2100.

Mr. Blake expects to start finishing up the clearing next week and grading will start shortly thereafter, as the structure will be in shape to haul across soon. I think that Mr. Blake can complete grading on the specified completion date.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

NOTED

EAC:DP
CC R. H. Baldock

FORM 6-8-1 1M 11-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

RECEIVED
FEB 24 1938
FOR FILING

RECEIVED
FEB 15 1938
OREGON
STATE HIGHWAY COMMISSION

605 Weatherly Bldg.
February 14, 1938

NOTED
State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: G. S. Paxson

Dear Sir:

Mr. Marshall Dresser has secured prices for revising Dr. Loy's water system at Cook Overcrossing as provided in his option.

Sub-Contractors Shattuck and Neiland want $339.50 and Frank J. Twiss, plumber of Tigard, who built the system in the first place offers to do a complete job for $280.00. Mr. Twiss, I understand, would be satisfactory to Dr. Loy. This work was not included in the contract and is properly a right of way cost.

I recommend this be handled by the right of way department by paying to the plumber his price of $280.00, all work to be finished by March 15th in a manner satisfactory to Dr. Loy.

This matter should be pushed as I expect Contractor Blake will want to start grading work in March, if the weather is at all suitable. The bridge will be ready to haul over at that time.

Attached hereto is a letter from Mr. Twiss. You have a copy of Mr. Dresser's letter of February 9th to him.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
J. W. DeSouza
Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

[illegible] 1937
STATE HI[illegible]

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon WPGS 294-C
Cook Overcrossing

294-C

November 27, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Highway Engineer

Encls.

ER-A4pr- 7758

Form P. R. 2

State Oregon

U. S. Works Program Grade Crossing

Project No. WPGS 294-C

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

PROJECT AGREEMENT

Memorandum of Agreement made this 12th day of October, 1937

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:; particularly the Emergency Relief Appropriation Act of 1935, approved April 8, 1935) (Public Res. No. 11, 74th Congress):

Whereas the Highway Department of said State submitted on the 6th day of April, 1937, a revised project statement, which was approved by the Secretary on the 3rd day of May, 1937, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section C of said project which were recommended for approval by the United States District Engineer on the 23rd day of April, 1937; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of thirty-nine thousand, two hundred two and 00/100 dollars ($39,202.00) as the share of the United States payable under said act on account of Section C of said project, which [illegible] is approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from funds appropriated under Act approved April 8, 1935 (Public Res. No. 11, 74th Cong.)
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 147+44.0 in the SE 1/4, Section 12, T. 2 S., R. 1 W., W. M., and survey station 165+00 in the NE 1/4 of Section 13, of T. 2 S., R. 1 W., W. M.

, length 0.332 / of a mile~~s~~, in Washington County, being Section C of Oregon Works Progress Grade Crossing project No. WPGS 294, consisting of 0.306 / of a mile~~s~~ of roadway and 1 bridge~~s, each~~ of more than 20 feet clear span, 0.026 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

[illegible]

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section 2 of said project shall not in any event exceed the sum of thirty-nine thousand, two hundred two and 00/100 dollars ($39,202.00), certified to the Secretary of the Treasury as above mentioned, which ~~[illegible]~~ is

~~[illegible]~~ the approved total estimated cost of Section 2 of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chapter 41, Laws of 1927 (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

8—6818

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 122

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 17th day of Nov., 1937

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F Cabell

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

SECRETARY OF AGRICULTURE,

By H J O'Leary
Acting Chief, Bureau of Public Roads.

3—5519

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U.S. Works Program Grade Crossing Project No. WPGS 294-C State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 39,202.00 as the total estimated cost of said project, and the sum of $ 39,202.00 as the share of the United States, payable under said acts on account of such project, which ~~does not exceed the authorized Federal~~ is pro rata share of said total estimated cost.

Done at the city of Washington, this 11th day of November one thousand nine hundred and thirty-seven

SECRETARY OF AGRICULTURE,

By

Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE

FORM 9-X-1 1500 10-37
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

November 26, 1937

294-C

Railroad
Agreement 203

Mr. H. G. Smith
Construction Engineer
Office

Dear Sir:

Herewith we hand you five copies of agreement to be executed with Southern Pacific Company relative to drainage culverts and ditches at the undercrossing near Aurora under the tracks of Southern Pacific Company by the West Portland-Hubbard Highway.

If the agreement as written is in accordance with your understanding of the situation, will you please forward the same to Mr. Baldock for his approval so that it may be executed by the Highway Commission on November 30th?

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

Enclosures
JWD:AN
cc Mr. R. H. Baldock ✓
Mr. G. S. Paxson
Mr. F. D. Eason

RECEIVED
OCT 11 1937
FOR FILING

2994-C

RECEIVED
OCT 8 - 1937
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

(Stencil #28)

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon WPGS 294-C
Cook Station Overcrossing
West Portland-Hubbard Highway

October 7, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

FORM 5-A-1 3M 5-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM
OCT 2 - 1937
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 7 1937
FOR FILING
294-C

605 Weatherly Bldg.
October 1, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: G. S. Paxson

Dear Sir:

Herewith the Order for Extra Work on the Cook Overcrossing, mentioned in Marshall Dresser's letter of September 30th. This second authorisation is necessary on account of the first authorisation's being too small. The over-run is sufficient that perhaps we should put through this second authorisation.

I do not recall having put through a second authorisation or Order for Extra Work and in case you do not think this necessary, please dispose of this Order and advise me of this. If you approve, I suggest that we make an Extra Work Order No. 1 read in the sum of $2100, being the total of the original order and the second authorisation.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP

CC R. H. Baldock
Encl.

NOTED

RECEIVED
SEP 14 1937
FOR FILING

94-C

September 7, 1937

SEP 8 1937
STATE

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Receipt is acknowledged of plans showing the addition of piling for the Cook Overcrossing, Oregon WPGS 294-C. This revision meets with our approval.

Will you kindly furnish two additional sheets of drawing 6134, 6135 and 6136 to complete our files?

We presume a price agreement is being negotiated for this work and will be furnished us in the near future.

Very truly yours,

W. H. LYNCH
District Engineer

By

F. E. Andrews
Sr. Hwy. Engineer

RECEIVED
SEP 7 1937
~~FOR FILING~~
294-e

September 3, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Cock Station Overcrossing Section, Project No. WPGS 294-G.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

U. S. Works Program
Project No. WPGS 294-C

COOK STATION OVERCROSSING SECTION
OF THE WEST PORTLAND-HUBBARD HIGHWAY IN
WASHINGTON AND CLACKAMAS COUNTIES

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 30, 1937

Grading

All Required		Clearing and Grubbing		$ 1,050.00
100	cu. yds.	Trench Excavation	$1.00	100.00
60,000	cu. yds.	Excavation, Single Classification	.18	10,800.00
90,000	yd. stas.	Overhaul	.01	900.00
14,000	yd. mi.	Truck Haul	.12	1,680.00
0.31	mile	Finishing Roadbed and Slopes	300.00	93.00
2,700	lin. ft.	Rounding Cutbanks	.07	189.00
70	lin. ft.	6" Perforated Iron Pipe	.60	42.00
100	lin. ft.	18" Corrugated Iron Pipe, Protected Invert	2.00	200.00
180	lin. ft.	18" Extra Strength Corrugated Iron Pipe, Protected Invert	2.25	405.00
10	cu. yds.	Rock Backfill in Drains	3.00	30.00
			Subtotal	$15,489
			10% Engr. & Cont.	1,548
			Total	$17,037

Structure

550	cu. yds.	Structural Excavation	$1.00	$ 550.00
40	cu. yds.	Structural Excavation Below Plans	3.00	120.00
480	cu. yds.	Class "D" Concrete	26.00	12,480.00
76,000	lbs.	Metal Reinforcement	0.05	3,800.00
300	lin. ft.	Concrete Handrail	5.00	1,500.00
				$18,450.00

Work to Be Performed by Southern Pacific Company

All Required	Install Guard Rail and Culvert and Rearrange Telephone and Telegraph Lines		$ 1,700.00
		Subtotal	$20,150
		10% Engr. & Cont.	2,015
		Total	$22,165

Length of Roadway	0.306 mile
Length of Structure	0.026 "
Total Length	0.332 "
Cost per Mile, Roadway	$55,676

WPA Funds Requested - Roadway- - - - - - - - - - - - - - -	$17,037
Structure- - - - - - - - - - - - - - -	22,165
	$39,202

	Roadway	Structure
Estimated Labor Required	12,000 man hours	6,700 man hours
Cost of Labor	$7,500	$5,500
Cost of Materials	$ 500	$5,000

NON-PARTICIPATING ITEMS

Surfacing Roosevelt Avenue

600	cu. yds.	3" Rock in Surfacing	$ .75	$ 450.00
220	cu. yds.	1½" Rock in Surfacing	2.25	495.00
50	cu. yds.	Filler	.50	25.00
50	yd. mi.	Hauling Filler	.20	10.00
				$ 980

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

FORM 3-A-1 8M 5-37
Commissioners
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
AUG 19 1937
FOR FILING
294-E

605 Weatherly Bldg.
August 16, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: G. S. Paxson

Dear Sir:

Your letter of August 13th received concerning subcontract for structural work at Cook Overcrossing. Fred Feikert assures me the railroad insurance has been provided by the contractor and approved by the railroad company some 10 days ago. He knows that the subcontractor has started work and he has no objection to this firm doing the work. The railroad company does not particularly recognize the subcontractor and our Special Provisions, Page 4, Line 10, provide, "Contractor shall furnish evidence to the railroad--------any of his subcontractors", so that I think the matter is properly covered and I have sent two approved copies of the subcontract to Harold Blake, one of which I asked him to forward to Shattuck & Neland, and have also sent one copy to Marshall Dresser.

Mr. Dresser advises me that Harold Blake is to handle structural excavation above elevation shown, as the addition of this item would make the sub-contract run over 20%.

Very truly yours,

F. A. COLLIER
DIVISION ENGINEER

FAC:DP
CC Marshall Dresser
R. H. Baldock ✓

NOTED
State Highway Engineer

FORM 5-A-1 5M 5-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
P. L. TOU VELLE, JACKSONVILLE

H. B. GLAISTER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
AUG 18 1937
FOR FILING
274-C

605 Weatherly Bldg.
August 14, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: G. S. Paxson

Dear Sir:

Herewith an Order for Extra Work on Cook Overcrossing, being performed by Harold Blake on Contract No. 1994. This Order is to cover furnishing and driving foundation piling.

On account of the uncertainty as to the number of piling which may be required, it appears difficult to reach a price agreement, hence this Order for Extra Work.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
Encl.

FORM 5-A-1 6M 6-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
AUG 13 1937
FOR FILING
234-C

RECEIVED
AUG 13 1937
OREGON
STATE HIGHWAY COMMISSION

NOTED

605 Weatherly Bldg.
Portland, Oregon
August 12, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: G. S. Paxson

Dear Sir:

Herewith five copies of the sub-contract, under the terms of which the Shattuck and Noland Co. agrees to construct the Cook Overcrossing structure, less materials for Harold Blake who holds Contract No. 1994. The amount of this sub contract is slightly under 20% of the total amount of the contract and Mr. Dresser recommends approval. I have attached my approval herewith and am sending the entire number of sub-contracts submitted to your office for your action thereon.

For other than bridge contracts, I ordinarily approve sub-contracts in this office and send approved copies to the contractor and to H. G. Smith. Would you prefer that I so approve bridge sub-contracts or would you rather have them submitted to your office in Salem?

In connection with the sub-contract submitted herewith, would the railroad company have any objection to sub-contracting this portion of the work to these particular contractors?

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
Marshall Dresser

RECEIVED
JUL 29 1937
FOR FILING
291-a

July 28, 1937

Harold Blake
400 N. Thompson Street
Portland, Oregon

Dear Sir:

By express we are forwarding to you a fully executed copy of contract No. 1994 awarded to you on July 8, 1937 for the construction of the Cook Station Overcrossing Section of the West Portland-Hubbard Highway in Washington and Clackamas Counties.

This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

HI

FORM 2-E-1 4M 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
JUL 31 1937
FOR FILING
294-C

July 26, 1937

Mr. H. B. Glaisyer
Office

Dear Sir:

Attached find certificate of insurance supplied by Harold Blake to fulfill insurance required on pages 25 and 26 of contract 1994. We presume these should be filed with the contract. We are retaining the policies in our file for reference until such time as construction of this project is completed. After completion of the work they will be forwarded to your office for permanent filing.

The policies will be Glens Falls Indemnity Company, CL-515578, CL-515481, and PL-581217.

Very truly yours,

G. S. Paxson
Bridge Engineer

By WAReeves
W. A. Reeves
Office Engineer

Enc.
CAG DB

Copies attached to
Contracts 7-29-37

REFERRED TO
BY SECRETARY

file in contract

FORM 8-K-1 5M 6-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
JUL 27 1937
FOR FILING
294-C

July 24, 1937

Mr. G. S. Paxson
Bridge Engineer
Office

Dear Sir:

Attention Mr. Cecil A. Gardiner

Herewith we return to you copy of Contract No. 1994 covering the construction of the Cook Overcrossing Section of the West Portland-Hubbard Highway, with liability policies, in duplicate, and comments as follows:

Contingent Liability Policy No. CL 515578, with certificate of insurance; Southern Pacific Company, Assured. This policy in the last analysis should be passed upon by Southern Pacific Company as to whether it is satisfactory in form under the special provisions in the contract requiring the contractor to enter into an agreement with Southern Pacific Company. It would appear to us to be satisfactory in form, but we do note, however, that under paragraph 1 on the first page it is to cover claims arising under work "which work has been let or sublet by the Assured". I believe the company should make correction in this item as the Southern Pacific Company has not awarded the contract for the work.

Public Liability Policy No. PL 581217, with certificate of insurance; Harold Blake, Assured. This policy appears to us to be satisfactory in form. Endorsement No. 1 provides that the policy shall not be cancelled without thirty days' written notice to the State Highway Commission. It does not mention our standard special provision regarding alteration without consent of the Commission, but perhaps this is not exceedingly important.

Contingent Liability Policy No. CL 515481, with certificate of insurance; Harold Blake, Assured. This policy covers liability for work let or sublet by Harold Blake to independent contractors or independent subcontractors. The policy appears to us to be satisfactory in form. Endorsement No. 1 provides that the policy shall not be cancelled without thirty days' written notice to the State Highway Commission. It does not mention our standard special provision regarding alteration without consent of the Commission, but perhaps this is not exceedingly important.

NOTED
H. B. GLAISYER

Mr. G. S. Paxson
July 24, 1937
Page 2

All of the policies in question cover $100,000/$200,000 public liability and $25,000/$50,000 property damage.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

JWD:AW
cc Mr. H. B. Glaisyer

FORM 2-A-1 5M 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
JUL 16 1937
OREGON
STATE HIGHWAY COMMISSION

FOR FILING
294-C

July 15, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: G. S. Paxson

Dear Sir:

Your letter of July 14th received concerning engineering work on the Cook Overcrossing.

Mr. F. T. Young has been assigned to handle the grading work on this overcrossing and Mr. Marshall Dresser is to handle the structure.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock

FORM 5-A-1 5M 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

FOR FILING
244-e

RECEIVED
JUL 12 1937
OREGON
STATE HIGHWAY COMMISSION

July 10, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

Mr. Paxson tells me he plans to use Mr. Marshall Dresser as Resident Engineer on the Cook Crossing structure and he will live in Oregon City. If you think it advisable to have one of our grading and paving residents handle the grading and gravel surfacing on this job, I wish to have Mr. F. T. Young do this. He will be in Oregon City in touch daily with Mr. Dresser and can handle the work in good shape, I believe.

Please advise if this will be satisfactory, because Contractor Blake may wish to start work very soon.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock

NOTED
State Highway Engineer

RECEIVED
SEP 7 1937
FOR FILING

294-C

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

July 8, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon WPGS 294-C, Cook Overcrossing section of the West Portland-Hubbard Highway, to Harold Blake, Portland, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

RECEIVED

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. 294-C

POST OFFICE BUILDING
PORTLAND, OREGON

July 6, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to our letter of June 29th and your reply of June 30th, relative to Oregon WPGS 294-C, Cooks Overcrossing.

Inasmuch as the work on Roosevelt Avenue is to be used as a permanent outlet for local traffic, the improvement is not eligible for grade crossing funds, and it will be necessary to delete this work from the project agreement estimate.

OK to consider this non-participating
Sol

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

RECEIVED
SEP 7 1937
FOR FILING
294-C

June 30, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to the inquiry contained in your letter of June 29, 1937, concerning the surfacing of Park Street in connection with construction of the Cook Station Section, Project No. WPGS 294-C.

Please be advised that this improvement is to be a permanent outlet for the local traffic since no direct connections to the new highway are to be made with Harrington, Seville and Washington Avenues. Future construction of the highway will result in a connection with the Upper Boones Ferry Road, which will permit the local traffic to reach the highway at that point.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

J. W. Nash
Asst. Office Engineer

JWN:KR

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE NO.

RECEIVED
1937
STATE HIGHWAY COMMISSION

June 29, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the last submission of Oregon U.S.Works Program Grade Crossing project WPGS 294-C, Cooks Overcrossing.

The last submission of this project was made apparently for the purpose of including the surfacing of Roosevelt Avenue for use in place of Park Street which will be blocked when the new project is completed. Unless actual necessity can be shown for the improvement of Roosevelt Avenue for use as a detour during construction, then its improvement is not considered eligible for construction with grade crossing funds. WPH funds should be used if the improvement of Roosevelt Avenue is considered to be a permanent improvement, which appears to be the case.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
T. M. Davis
Highway Engineer

FORM 8-A-1 9M 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

294-0

RECEIVED
JUN 29 1937
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
STATE HIGHWAY

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

June 28, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: S. H. Probert

Dear Sir:

I have received Special Provisions and plans for Cook's Station Overcrossing Section.

On Page 10 of the Special Provisions, "Grading.....on Roosevelt Avenue shall be done to the.......cross-sections indicated by the plans." On Page 19, "The rock surfacing shall be constructed to the cross-section indicated by typical cross-section plans." No cross-section for Roosevelt Avenue appears on my set of plans.

On Page 20, "Filler materials.....shall be mixed with rock or gravel by harrowing, or other acceptable means." Filler is ordinarily mixed by blading; in the past 19 years I have never seen filler mixed by harrowing and I suggest that this [illegible] be dropped from the Special Provisions hereafter.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock ✓
F. A. Reeves

NOTED
State Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. 294-C

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
JUN 22 1937
OREGON
STATE HIGHWAY COMMISSION

June 21, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Revised P.S.& E. documents for Oregon U.S.Works Program Grade Crossing project WPGS 294-C, the Cook Overcrossing on the West Portland-Hubbard Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Chief Engineer of the Bureau.

Our recommendation for approval is also subject to the same condition regarding completion of the approaches stated in Paragraph 2 of our letter of May 19, 1937.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

Phoned Reeve
1-22-37

RECEIVED
SEP 7 1937
FOR FILING
294-C

June 17, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of revised estimate to accompany plans and specifications for the Cook Station Overcrossing Section, Project No. WPGS 294-C.

Five sets of revised roadway plans and five bid proposals are being sent under separate cover.

The revision consists of the construction of a detour road.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/GS

Encl.

Oregon State Highway Department

U. S. Works Program
Project No. WPGS 294-C

COOK STATION OVERCROSSING SECTION
OF THE WEST PORTLAND-HUBBARD HIGHWAY IN
WASHINGTON AND CLACKAMAS COUNTIES

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, June 17, 1937

Grading

All Required		Clearing and Grubbing		$ 1,500.00
100	cu. yds.	Trench Excavation	$ 1.00	100.00
60,000	cu. yds.	Excavation, Single Classif.	0.30	18,000.00
90,000	yd. sta.	Overhaul	0.02	1,800.00
14,000	yd. mi.	Truck Haul	0.15	2,100.00
0.31	mile	Finishing Roadbed and Slopes	300.00	93.00
2,700	lin. ft.	Rounding Cutbanks	0.10	270.00
70	lin. ft.	6" Perforated Iron Pipe	0.80	56.00
100	lin. ft.	18" Corr. Iron Pipe, Protected Invert	2.50	250.00
180	lin. ft.	18" Extra Strength Corr. Iron Pipe, Protected Invert	3.00	540.00
10	cu. yds.	Rock Backfill in Drains	2.00	20.00
600	cu. yds.	3" Rock in Surfacing	2.50	1,500.00
220	cu. yds.	1¼" Rock in Surfacing	2.50	550.00
50	cu. yds.	Filler	0.50	25.00
50	yd. mi.	Hauling Filler	0.20	10.00
			Subtotal	$ 26,814
			10% Engr. & Cont.	2,681
			Total	$ 29,495

Structure

550	cu. yds.	Structural Excavation	$ 2.00	$ 1,100.00
40	cu. yds.	Structural Excavation Below Plans	5.00	200.00
480	cu. yds.	Class "D" Concrete	23.00	11,040.00
76,000	lbs.	Metal Reinforcement	0.055	4,180.00
300	lin. ft.	Concrete Handrail	5.00	1,500.00
				$ 18,020.00

Work to be Performed by Southern Pacific Company

All Required	Install Guard Rail and Culvert and Rearrange Telephone and Telegraph Lines	$ 1,700.00
	Subtotal	$19,720
	10% Engr. & Cont.	1,972
	Total	$21,892

Length of Roadway	0.306 mile
" " Structure	.026 "
Total Length	0.332 "
Cost per mile, Roadway	$ 96,388

WPGS Funds Requested:

Roadway..	$ 29,495
Structure..	21,892
	$ 51,387

	Roadway	Structure
Estimated Labor Required	12,000 man-hours	6,700 man-hours
Cost of Labor	$ 7,500	$ 5,500
Cost of Materials	$ 500	$ 5,000

FORM 3-A-1 5M 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JUN 11 1937
FOR FILING
Const.
Projects
Overcrossing

June 10, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: S. H. Probert

Dear Sir:

In compliance with your telephone request, we are sending you herewith a profile showing proposed grading on Roosevelt Avenue between Seville and Washington Court, on the Cook's Overhead Crossing Project. The estimated cost is as follows:

(1)	Clearing		$300
(2)	Excavation, Single Class	160 cu. yds @ .30	48
(3)	Crushed Gravel Surfacing	120 cu. yds. @ 1.50	180
		Total	$528

We do not have the profile for Roosevelt Avenue north of Seville and it is possible that the grade point we have selected at the center of Seville is not the same as that selected before, but you can easily adjust this. On account of the heavy second-growth clearing the shrink is estimated at about 25%.

The cross-section selected is 26 ft. wide with 3:1 slopes down to a ditch 1 ft. deep on each side.

If further information is required, please advise.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

NOTED
State Highway Engineer

EAC:DP
CC R. H. Baldock
Encl.

FORM 5-A-1 5M 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

RECEIVED
JUN 8 1937
FOR FILING
Const
Projects

RECEIVED
1937
STATE HIGHWAY COMMISSION

IN REPLY PLEASE REFER TO FILE NO.

~~SALEM~~
Portland, Oregon
June 2, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

I understand bids for Cook's Station Overcrossing will not be opened on June 3rd. The plans received for this project do not show any manner of taking care of traffic on Park Street. Park Street now has a graveled surface with graded side ditches, as does also Herrington Avenue and Seville. Our roadbed and slope will occupy approximately 55 ft. on the east side of centerline, leaving 45 ft. on our right of way on which we can construct a graveled surface similar to the existing one. It would probably be necessary, however, in that case to construct a guard fence along a considerable distance. Even after this is built, it will not provide a satisfactory connection when the cut across Boone's Ferry Road is made. I recommend that Roosevelt Avenue, from Seville to Upper Boone's Ferry Road, be cleared, graded and graveled, as provided in the plans submitted and that this be done in connection with the Cook's Station Overcrossing job.

If we acquire the two lots between Roosevelt and Park and Herrington and Seville, we could then build a road at some intermediate location between Park and Roosevelt. In any case I think the connection with the Boone's Ferry Road should be at Roosevelt or approximately that far east of Park.

I understand from Mr. Parker that the residents want us to construct Roosevelt Avenue south of Seville, but, in my opinion, we are not in any way obligated to do this and should not undertake to do it.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP

CC R. H. Baldock
S. H. Probert

NOTED
State Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. 294-C

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
1937
PORTLAND

May 19, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The P.S.& E. documents for Oregon U.S.Works Program Grade Crossing project WPGS 294-C, the Cook Overcrossing on the West Portland-Hubbard Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Chief Engineer of the Bureau.

[Due to the fact that this work leaves an unfinished project, our recommendation for approval is based also on the proviso that the balance of the work necessary to complete the cut and fill so that the project could be used, will be included in the first program.

When the agreement between the contractor and the railroad company is drawn up, the project should be designated "Works Program Grade Crossing project WPGS 294-C", rather than "Federal Aid Project WPGS 294-C" as now shown in the special provisions on Page 3.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Highway Engineer

Copy to Benson, May 21.

RECEIVED
SEP 7 1937
FOR FILING
234-e

May 13, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Cook Station Overcrossing Section, Project No. WPGS 194-C.
2

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

Oregon State Highway Department

U. S. Works Program
Project No. WPGS 294-C

COOK STATION OVERCROSSING SECTION

OF THE WEST PORTLAND-NEWBERG HIGHWAY IN

WASHINGTON AND CLACKAMAS COUNTIES

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, May 13, 1937

Grading

All Required		Clearing and Grubbing		$ 1,500.00
100	cu. yds.	Trench Excavation	$ 1.00	100.00
60,000	cu. yds.	Excavation, Single Classification	0.30	18,000.00
90,000	yd. sta.	Overhaul	0.02	1,800.00
14,000	yd. mi.	Truck Haul	0.15	2,100.00
0.31	mile	Finishing Roadbed and Slopes	300.00	93.00
2,700	lin. ft.	Rounding Cutbanks	0.10	270.00
70	lin. ft.	6" Perforated Iron Pipe	0.80	56.00
100	lin. ft.	18" Corr. Iron Pipe, Protected Invert	2.50	250.00
180	lin. ft.	18" Extra Strength Corr. Iron Pipe, Protected Invert	3.00	540.00
10	cu. yds.	Rock Backfill in Drains	2.00	20.00
			Subtotal	$ 24,729
			10% Engr. & Cont.	2,472
			Total	$ 27,201

Structure

550	cu. yds.	Structural Excavation	$ 2.00	$ 1,100.00
40	cu. yds.	Structural Excavation Below Plans	5.00	200.00
480	cu. yds.	Class "D" Concrete	23.00	11,040.00
76,000	lbs.	Metal Reinforcement	0.055	4,180.00
300	lin. ft.	Concrete Handrail	5.00	1,500.00
				$ 18,020.00

Work to be Performed by Southern Pacific Company

All Required	Install Guard Rail and Culvert and Rearrange Telegraph and Telephone Lines	$ 1,700.00
	Subtotal	$19,720
	10% Engr. & Cont.	1,972
	Total	$21,892

Length of Roadway	0.306 mile
" " Structure	.026 "
Total Length	0.332 "
Cost per mile, Roadway	$ 88,892

WPGS Funds Requested:

Roadway- $ 27,201
Structure- $ 21,892

$ 49,093

	Roadway	Structure
Estimated Labor Required	12,000 man-hours	6,700 man-hours
Cost of Labor	$ 7,500	$ 9,900
Cost of Materials	$ 500	$ 5,000

Oregon State Highway Department U. S. Works Program
Project No. WPGS 294-G

COOK OVERCROSSING ON THE

WEST PORTLAND-HUBBARD HIGHWAY IN CLACKAMAS COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, April 9, 1937

550	cu. yds.	Excavation	$ 2.00	$ 1,100.00
40	cu. yds.	Excavation Below Plans	5.00	200.00
480	cu. yds.	Class "D" Concrete	23.00	11,040.00
76,000	lbs.	Metal Reinforcement	0.055	4,180.00
300	lin. ft.	Concrete Handrail	5.00	1,500.00
				$18,020.00

Work to be Performed by Southern Pacific Company

All Required	Install Guard Rail and Culvert and Rearrange Telegraph and Telephone Lines	$ 1,700.00
	Subtotal	$19,720
	10% Engr. & Cont.	1,972
	R.R. Engr. & Inspection	200
		$21,892

Length of Structure .026 mile

WPGS Funds Requested- $ 21,892

Estimated Labor Required 6,700 man hours
Cost of Labor $ 5,500
Cost of Materials $ 5,000

COOK OVERCROSSING

[illegible] U. S. WORKS PROGRAM PROJECT NO. WPGH 294-C

Work to Be Performed by Southern Pacific Railway Company's Forces

TELEGRAPH AND TELEPHONE WORK

			Labor	Material	
550	lin. ft.	2" W I Pipe at $17.43		96	
2,500	" "	#14 Duplex wire at 15.		38	
Lot		Pins ins., etc.		10	
		Labor install, remove and restore line	130		
		Move outfits	20		
		Material yard expense	12		
		10% Work comp & PL ins.		16	
		10% Contingencies	16	16	
			176	176	
					354

CULVERT & DRAINAGE WORK

36	lin. ft.	18" Corr. iron pipe D & P at 2.42		87	
1	each	18" Coupling band		2	
		Labor install	100		
		Move outfits	20		
		Material yard expense	8		
		Freight		1	
		10% Work comp. & PL ins.		13	
		10% Contingencies		10	
			141	113	
					254
		Flagman	430		
		Workmens Comp. & P.L. Ins.	43		
		Contingencies	60		
					1,141

INSTALL ADD TFT GUARD RAIL UNDER OH XING

800	lin. ft.	SH 90# Rail 10.71 T at 22.40	240
24	each	SH 90# Joints at 1.60	38
96	"	Nut Locks at 5	5
145	lbs.	Bolts & nuts at 4	6
1,600	"	Spikes at 3	48
28	each	Rail braces 350# at 2¢	7
248	"	Tie plates SH at 14¢	35

INSTALL 400 LFT GUARD RAIL UNDER ON XING - Cont'd.

			Labor	Material
400	LF	Labor at 20¢	80	
2	each	Bolted points	5	3
		Material yard expense	30	
		10% Work comp. Pl. Ins.		[illegible]
		10% contingencies	12	39
			127	433
				560

Total $1,701
Ingr. & Inspection 200
$1,901

(Use) $1,900

Oregon State Highway Department

U. S. Works Program
Project No. WPGS 294-C

COOK OVERCROSSING ON THE
EAST PORTLAND-HUBBARD HIGHWAY IN CLACKAMAS COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, April 9, 1937

550	cu. yds.	Excavation	$ 2.00	$ 1,100.00
40	cu. yds.	Excavation Below Plans	5.00	200.00
480	cu. yds.	Class "B" Concrete	23.00	11,040.00
76,000	lbs.	Metal Reinforcement	0.055	4,180.00
300	lin. ft.	Concrete Handrail	5.00	1,500.00
				$18,020.00

Work to be Performed by Southern Pacific Company

All Required	Install Guard Rail and Culvert and Rearrange Telegraph and Telephone Lines	$ 1,700.00
	Subtotal	$19,720
	10% Engr. & Cont.	1,972
	R.R. Engr. & Inspection	200
		$21,892

Length of Structure .026 mile

WPGS Funds Requested - $ 21,892

Estimated Labor Required 6,700 man hours
Cost of Labor $ 5,500
Cost of Materials $ 5,000

COOK OVERCROSSING

U. S. WORKS PROGRAM PROJECT NO. WPGM 234-C

Work to Be Performed by Southern Pacific Railway Company's Forces

TELEGRAPH AND TELEPHONE WORK

			Labor	Material	
550	lin. ft.	2" W I Pipe at $17.43		96	
2,500	" "	#14 Duplex wire at 15.		38	
Lot		Pins ins., etc.		10	
		Labor install, remove and restore line	130		
		Move outfits	20		
		Material yard expense	12		
		10% Work comp & PL ins.		16	
		10% Contingencies	16	16	
			178	176	
					354

CULVERT & DRAINAGE WORK

			Labor	Material	
36	lin. ft.	18" Corr. iron pipe D & P at 2.42		87	
1	each	18" Coupling band		2	
		Labor install	100		
		Move outfits	20		
		Material yard expense	8		
		Freight		1	
		10% Work comp. & PL ins.		13	
		10% Contingencies		10	
			141	113	
					254
		Flagman	430		
		Workmans Comp. & P.L. Ins.	43		
		Contingencies	60		
					1,141

INSTALL 800 FT GUARD RAIL UNDER OH XING

			Labor	Material
800	lin. ft.	SH 90# Rail 10.71 T at 22.40		240
24	each	SH 90# Joints at 1.60		38
96	"	Nut Locks at 5		5
145	lbs.	Bolts & nuts at 4		6
1,600	"	Spikes at 3		48
28	each	Rail braces 350# at 2¢		7
248	"	Tie plates SH at 14¢		35

INSTALL 400 TFT GUARD RAIL UNDER OH XING - Cont'd.

			Labor	Material	
			80		
400	TF	Labor at 20¢			
2	each	Welded points	5	3	
		Material yard expense	30		
		10% Work comp. PL ins.		12	
		10% contingencies	12	39	
			127	433	
					560
		Total			$1,701
		Engr. & Inspection			200
					$1,901

(Use) $1,900

Letter from Southern Pacific signed by E. L. King dated 3/24/37.

Permanently removed from the files 1/18/38 by Mr. Gardiner.

RECEIVED
[illegible] 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. 294-C

POST OFFICE BUILDING
PORTLAND, OREGON

April 23, 1937.

RECEIVED
APR 24 1937
[illegible]
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P. S. & E. documents for Oregon U. S. Works Program Highway Project No. WPGS 294-C, the Cook Overcrossing on the West Portland-Hubbard Highway, are today being recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

We have corrected the estimate to show the project in Washington County instead of Clackamas County.

Prompt submission of the bid tabulation and agreement estimate will be appreciated.

Very truly yours,

W. H. Lynch

W. H. LYNCH
District Engineer

RECEIVED
APR 16 1937
FOR FILING
Const
Projects

April 15, 1937

Mr. L. H. Hoffman
715 S. W. Columbia Street
Portland, Oregon

Attention: C. E. Reisner

Dear Sir:

Reference is made to your letter of April 14 concerning the call for bids for the construction of a 140 lineal foot reinforced concrete viaduct over the Southern Pacific Company's tracks near Cook Station.

You are advised that, when the list of projects was prepared for the letting on April 27 and 28, this project was included in the list which was given to the newspapers. However, when our own list was prepared and mailed out, it was decided to postpone this project until a later date.

The mimeographed list of projects to be advertised and which is mailed to you shall at all times govern.

Very truly yours,

H. B. Glaisyer
Secretary

JMcM:AM

L. H. HOFFMAN
BUILDING CONSTRUCTION
715 S. W. COLUMBIA STREET
PORTLAND, OREGON

April 14, 1937

RECEIVED
APR 15 1937
[illegible] COMMISSION

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

We note in a newspaper item listing jobs on which you will open bids on April 27th and 28th the following:

> "Washington county-Construction 140 lineal feet reinforced concrete viaduct over Southern Pacific company's tracks near Cook station, etc."

This job is not listed in the advertisement for bids received from you, and we are writing to ask if bids will be taken on it on the above dates. If so, will you please send us plans and specifications.

Very truly yours,

L. H. HOFFMAN

By CRReisner

R

REFERRED TO
BY SECRETARY

FORM 2-K-1 2M 3-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

APR [illegible] 1937
FOR FILING

Coast Projects

April 12, 1937

Mr. Alfred A. Hampson
General Attorney
Southern Pacific Company
Pacific Building
Portland, Oregon

NOTED
[illegible]

Attention Mr. Paul P. Farrens

Dear Sir:

We are approving for execution by the State Highway Commission form of agreement between Southern Pacific Company and the State of Oregon relative to the Cook overcrossing.

It is to be understood, however, that the acceptance of the terms and conditions of paragraph 7, particularly with reference to the guarantee by State of payments to Southern Pacific Company by State's contractor, is special for only this one project and that such approval will not be considered in any manner as being a precedent with reference to future projects.

We also note that paragraph 7, with reference to reimbursement to railroad company, mentions only Works Program General Memorandum No. 6. There have been some subsequent amendments to Memorandum No. 6 which we believe liberalize the rights of railroad companies in submitting claims, but it is thought that we may mutually proceed upon the understanding that you will be allowed reimbursement for such items as are included in the amendments without the necessity of going to the trouble of changing the instant agreement. In other words, we can proceed upon the basis of all Federal regulations as satisfactory up to date. You will recall that at the hearing on our crossing application you reserved the right to contest future regulations in the event that they should impose onerous burdens upon the railroad company not contemplated at present and that we also reserved the same right so far as the State is concerned.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

JWD:AW
cc Mr. R. H. Baldock ✓
Mr. G. S. Paxson
Mr. H. G. Smith

RECEIVED
APR 14 1937
FOR FILING
Const. Projects

April 10, 1937

Mr. H. B. Glaisyer, Secretary
State Highway Commission
Office

Dear Sir:

At the request of our legal department, I am handing you herewith for execution, by the State Highway Commission, a proposed form of agreement between the Southern Pacific Company and the State of Oregon, relative to the Cook Overcrossing in Washington County.

I have examined the agreement and find it to be satisfactory as regards accounting features.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

Encl.

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

April 10, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. S. H. Probert
Office Engineer
Office

Dear Sir:

Herewith we hand you for your examination proposed form of agreement between Southern Pacific Company and State of Oregon relative to the Cook overcrossing in Washington County.

This form of agreement has been examined by Mr. Paxson and approved as to engineering and construction features, and has been approved by this office as to general legal form.

Will you please examine the same as to accounting features and if it meets with your approval forward it to Mr. Glaisyer for execution by the State Highway Commission? The Commission is meeting Monday, April 12th, and it would be very desirable if the agreement could be passed upon and handed to Mr. Glaisyer this morning.

Yours very truly,

J. M. DEVERS

By J. W. DeSouza
J. W. DeSOUZA
Assistant Attorney

Enclosure
JWD:AW
cc Mr. H. B. Glaisyer

FORM [illegible] 4M 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
APR 10 1937
FOR FILING

Const Projects

April 8, 1937

Mr. J. M. Devers

Office

NOTED
State Highway Engineer

Dear Sir:

Attached hereto are two copies of the proposed agreement between the Southern Pacific Company and the State covering the Cook Overcrossing, in Washington County. You have already rather hurriedly looked these over this morning, and I would ask that you give them such further investigation as you think necessary and if found suitable send them on to the Commission for execution.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP DK
Enclosures
cc R. H. Baldock

FORM 3-B41 2M 5-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
JUN 3 1937
FOR FILING
Const Projects

April 5, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Office

NOTED
State Highway Engineer

Dear Sir:

Herewith we hand you copy of P. U. C. Order No. 4177 with reference to overcrossing over the tracks of the Tillamook Branch of the Southern Pacific Company on the West Portland-Hubbard Highway near Cook Station in Washington County, P. U. C. File F-1820, which order is dated March 31, 1937.

Yours very truly,

J. M. DEVERS

By J. W. DeSouza a.w.

J. W. DeSOUZA
Assistant Attorney

Enclosure

JWD:AW

P.U.C. OREGON ORDER NO. 4177

BEFORE THE PUBLIC UTILITIES COMMISSIONER OF OREGON

In the matter of the application of State of Oregon, by and through its State Highway Commission, for permission to cross over the tracks of the Tillamook Branch of the Southern Pacific Company on the West Portland-Hubbard Highway near Cook Station in Washington County.	F-1820

Pursuant to Statutory notice, this matter came on for hearing before the Commissioner's examiners, Thomas O. Russell and John H. Bagley, Jr., in the Washington County Courthouse, Hillsboro, Oregon, at 11:00 A. M., Friday, March 12, 1937.

Appearances were entered as follows:

For the proponent Oregon State Highway Commission by J. W. DeSouza, Assistant Attorney;

For the Southern Pacific Company by Alfred A. Hampson, General Attorney, by Paul P. Farrens.

Based on the record herein, including the report and testimony of his engineers, the Commissioner makes and enters the following

FINDINGS OF FACT

I.

That the road on which it is sought to construct this overcrossing is the West Portland-Hubbard Highway now under construction from Barbur Boulevard in the City of Portland to Hubbard.

II.

That the road in question is to be a part of the State highway system of the State of Oregon, to be open to and used for travel by the public, and that it will carry a very considerable portion of the highway traffic now carried by the Pacific Highway, the estimated vehicular traffic being 2,000 to 2,500 vehicles per twenty-four hours.

III.

That the railroad over which the crossing is sought is the West

Side Branch of the Southern Pacific Company, over which there are from two to five daily train movements in either direction, dependent upon season.

IV.

That on account of the anticipated heavy highway traffic, a crossing at grade at this point would not be in the interests of public safety, and that the relative location of the railroad line and the highway and the relative elevation between the grade lines makes an overcrossing for the highway the best, most practical and safest method of grade separation at this point.

V.

That the Oregon State Highway Commission has prepared detailed plans consisting of eight sheets for the construction of this crossing, and that said plans have the approval of Southern Pacific Company and the tentative approval of the United States Bureau of Public Roads.

VI.

That the overcrossing sought herein is to be paid for from Federal funds under the accounting provisions set out in Works Program General Memorandum No. 6 of the Bureau of Public Roads of the Federal Government, and payments are to be made through Oregon State Highway Commission, and Southern Pacific Company is to be reimbursed under said Memorandum for any expenditures in connection with the construction of the overcrossing provided for and not excluded by said General Memorandum No. 6, as now amended.

VII.

That Southern Pacific Company is agreeable to the construction of the overcrossing at Federal expense, and under the present terms of Works Program General Memorandum No. 6, as now amended, but does not agree to accept any assignment of costs incident to further amendment of said Works Program General Memorandum No. 6 subsequent to the date of hearing herein.

VIII.

That the plans of the Oregon State Highway Commission for this structure provide a span over the present track of the Southern Pacific Company sufficient to take care of a second track 13 feet on centers from the present track, when and if such additional track becomes necessary, and that said plans provide Statutory clearance, both vertical and horizontal, as provided by P.S.C. General Order No. 99.

Based upon the foregoing findings of fact, the testimony, examination and report of his engineers;--

IT IS ORDERED that the application of the State of Oregon, by and through its State Highway Commission, for permission to construct an overcrossing over the tracks of the Southern Pacific Company's West Side Branch for the West Portland-Hubbard Highway, in the northeast quarter of the northeast quarter, Section 13, Township 2 South, Range 1 West, Willamette Meridian, near Cook Station, be and the same is hereby granted.

IT IS FURTHER ORDERED that the structure shall be constructed in substantial conformity with plans 6134, 5903, 6135, 6136, 6137, 6138, 6139 and 6141 presented with the petition herein, and by reference made a part hereof.

IT IS FURTHER ORDERED that all the work involved in the structure, its approaches, abutments, appurtenances, etc., shall be paid for from Federal funds by and through the Oregon State Highway Commission, in conformity with the accounting provisions and terms of Works Program General Memorandum No. 6 of the United States Bureau of Public Roads, as now amended, and that Southern Pacific Company shall be reimbursed for any necessary expenditure in connection therewith, provided for and not excluded by the terms of said Works Program General Memorandum No. 6.

IT IS FURTHER ORDERED that upon the completion of the structure, Oregon State Highway Commission shall maintain the entire structure, and its approaches, highway road bed, slopes, pavement, surfacing, shoulders and drainage, and that the Southern Pacific Company shall be required to maintain its tracks and road bed beneath the structure.

IT IS FURTHER ORDERED that jurisdiction be and is hereby specifically retained by the Commissioner to fix and determine the distribution of any costs in connection herewith not now determinable, and which may arise through amendment of the said Works Program General Memorandum No. 6 subsequent to the date of hearing herein.

IT IS FURTHER ORDERED that if, in the construction of the proposed overcrossing, there shall be any deviation from the plans submitted herein, and which by reference are made a part hereof, the Commissioner shall be fully advised as to such deviation, and that upon completion of the structure, Oregon State Highway Commission, Southern Pacific Company and Washington County shall assign thereto such number or designation as the Commissioner may direct.

Done and Dated at Salem, Oregon, this 31st day of March, 1937.

N. G. WALLACE
Commissioner of Public Utilities
of Oregon

ATTEST:

ELLA BLILER

Secretary

(OFFICIAL SEAL)

FORM 5-A-1 5M 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

~~SALEM~~
Portland, Oregon

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OREGON
STATE HIGHWAY COMMISSION

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APR 1937
FOR FILING

IN REPLY PLEASE
REFER TO FILE NO.

April 5, 1937

Correct

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. W. Libby

Dear Sir:

Herewith four descriptions for a part of right of way on the Cook's Crossing Project. These have been prepared by Mr. Kirkwood and you will also find attached sketches and computations for these areas.

You will also find attached calculations for the descriptions in Blocks 16, 17, and 39 in Lake Forest, which were mailed to Salem last week.

Descriptions herewith cover property of:

(1) Dallas and Anna Loy
(2) J. A. Hendricks
(3) Payson R. Dohs
(4) Ladd Estate (Trimm)

With respect to the latter, we suggest purchase of the entire tract to avoid construction of an approach road to the west. Descriptions, however, have been made up covering the three parcels separately.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock

Encl.

NOTED

FORM 8-A-1 5M 5-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

Coast Projects

RECEIVED
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FOR FILING

RECEIVED
MAR 1937

~~XXXXXXXXXXXXXXXXXXXX~~
Portland, Oregon
March 31, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Portland, Oregon

Attention: G. S. Paxson

Dear Sir:

Your letter of March 30th at hand, concerning hauling road for Cook's Crossing structure. On inclosed print I have indicated gravel on Park Street and earth grade with about 100 feet showing 20% grade down to the highway location. All of the property in Section 13, east of the highway center line, is covered with brush and would be fairly easy to build a road on. The area next to the Southern Pacific track would be a favorable spot for bridge contractor's set-up. There is a private lane going into the Ley house and perhaps the contractor could make arrangements, but the first mentioned route before appears best.

In this connection, if the grade is to be done at, or near, the same time as the bridge construction, the area from Station 159 to 162, on which the fill is to be placed, should be kept free of haul road and the contractor's set-up. We can hold our grading contracting back any necessary distance, however, as of course he could not fill up to the end of the bridge in any case until the structure is finished.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock ✓

Incl.

NOTED
C. B. McCullough

FORM 6-A-1 10M 10-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

~~SALEM~~

IN REPLY PLEASE
REFER TO FILE NO.

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MAR 20 1937
OREGON
STATE HIGHWAY COMMISSION

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MAR 22 1937
FOR FILING

Coast
Projects

Portland, Oregon
March 19, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

ATTENTION: H. G. Smith

Dear Sir:

Herewith Special Provisions and Engineer's Estimate for grading in connection with Cook's Overcrossing on the West Portland-Hubbard Highway.

Under separate cover I am sending you profile on tracing cloth, earthwork computation sheets, mass diagram, work profile on Hard paper showing Boone's Ferry Road approaches and Roosevelt Avenue grade, rolled cross-section Station 105 to 164.

Mr. Paxson said he would handle moving the culvert under the railroad track.

Material in test pits show quite a lot of gravel, so think 10% shrink will fit conditions.

Mr. A. B. Dean has shown guard fence, but I suggest this be not erected until section is surfaced.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
G. S. Paxson
S. H. Probert
Encl.

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

Projects
Grade Crossing

RECEIVED
MAR 18 1937
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

~~XXXXXXXXXXXXXXXXXXXXXXXX~~
Portland, Oregon
March 17, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Re: Cook's Overcrossing

Dear Sir:

Enclosed herewith you will find a sketch on tracing paper showing right of way required from the following owners for the Boone's Ferry Road approaches to the West Portland-Hubbard Highway, near Station 146:

(1) Marie Schodde --- in Lot 1, Lake Forest.
(2) Marie Schodde --- in Lots 2 and 3, Lake Forest.
(3) Securities Savings and Trust Co. --- in Lot 4.
(4) G. Mourner.
(5) James E. Gieger.
(6) Pearl M. Brown.

Attached to each description is a computation sheet. You will also find the descriptions and the calculations sheet of each.

Descriptions for other right of way required for Cooks Overcrossing has previously been written up by Mr. Kirkwood and sent to your office. The boys have used seconds in their bearings, but I suggest these be dropped as unnecessary and tending to confuse.

I will forward to you tomorrow the profile and Special Provisions for this job.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
Encl.

FORM S-A-1 10M 10-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
MAR 13 1937
STATE HIGHWAY COMMISSION

RECEIVED
MAR 13 1937
FOR FILING

Grad. Crossing

Portland, Oregon
March 11, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: G. S. Paxson

Dear Sir:

If the layout sheets for the Tualatin Valley and Wolf Creek Highway Grade Separation Project are available at this time, we would like to have prints of them. This structure will be near the Multnomah County Line.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

By

Wilbur M. Darby
Office Engineer

WMD:DP
CC R. H. Baldock

Form OS-1 1500 11-36

Commissioners
HENRY F. CABELL, Chairman, Portland
E. B. ALDRICH, Pendleton
F. L. TOU VELLE, Jacksonville

H. B. [illegible], Secretary

R. H. BALDOCK
State Highway Engineer

J. M. DEVERS
Attorney

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
MAR 2 1937
FOR FILING

294-C

Const
Grade Crossings
PUC Hearings

February 26, 1937

Mr. G. S. Paxson
Bridge Engineer
Office

Dear Sir:

Hearing upon our petition to the Public Utilities Commissioner for the Cook overcrossing over the tracks of the Tillamook Branch of the Southern Pacific Company on the West Portland-Hubbard Highway near Cook Station in Washington County has been set for Friday, March 12, 1937, at the hour of 11:00 o'clock A. M., in the Washington County Courthouse, Hillsboro, Oregon.

Can you arrange to be present or to have a representative present to appear as a witness for the purpose of putting in such testimony as should come from your office?

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

JWD:AW
cc Mr. R. H. Baldock

NOTED
State Highway Engineer

1900 11-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, [illegible]

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
MAR 2 1937
FOR FILING

Const
Grade Crossings
P.U.C. Hearings

February 26, 1937

Mr. H. G. Smith
Construction Engineer
Office

Dear Sir:

Hearing upon our petition to the Public Utilities Commissioner for the Cook overcrossing over the tracks of the Tillamook Branch of the Southern Pacific Company on the West Portland-Hubbard Highway near Cook Station in Washington County has been set for Friday, March 12, 1937, at the hour of 11:00 o'clock A. M., in the Washington County Courthouse, Hillsboro, Oregon.

Can you arrange to be present or to have a representative present to appear as a witness for the purpose of putting in such testimony as should come from your office?

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

JWD:AW
cc Mr. R. H. Baldock
Mr. E. A. Collier

NOTED
State Highway Engineer

1500 11-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
MAR 2 1937
FOR FILING

Const
Grade Crossing
PUC Hearing

February 26, 1937

Mr. John Beakey
Traffic Engineer
State Highway Shops
Salem, Oregon

Dear Sir:

Hearing upon our petition to the Public Utilities Commissioner for the Cook overcrossing over the tracks of the Tillamook Branch of the Southern Pacific Company on the West Portland-Hubbard Highway near Cook Station in Washington County has been set for Friday, March 12, 1937, at the hour of 11:00 o'clock A. M., in the Washington County Courthouse, Hillsboro, Oregon.

Can you arrange to be present or to have a representative present to appear as a witness for the purpose of putting in such testimony as should come from your office?

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

NOTED
State Highway Engineer

JWD:AW
cc Mr. R. H. Baldock

FORM 2-A-1

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. EOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

~~SALEM~~
Portland, Oregon

February 18, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Coast
Projects

RECEIVED
FEB 20 1937
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

Herewith vicinity map, scale 50', and vicinity map, scale 200', for the Tualatin River and Southern Pacific crossing on the West Portland-Hubbard Highway. You will also find Bridge Construction Survey Data Form No. 61 in duplicate for the Southern Pacific crossing.

The flood elevation shown, 122.3' appears to be the highest record known. The railroad have the 1894 flood elevation of 122.0' in that same vicinity.

Please return two blue prints of each.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock✓
G. S. Paxson

FORM 2-B-1 5M 9-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
PLANNING

Const
Projects
Grade Crossing

February 15, 1937

Mr. E. L. King, Superintendent
Southern Pacific Company
Union Station
Portland, Oregon

Re: Cook Overcrossing

Dear Sir:

Please refer to my letter of February 4, 1937, concerning division of work and agreement between the contractor on this project and your company.

Since writing this letter we are in receipt of Works Program General Memorandum No. 32, copies of which are attached. This memorandum requires that liability insurance be substituted for contracts and bonds previously used on grade separation projects and will not permit of the arrangements suggested in the above mentioned letter.

The division of work and the reimbursement to the railroad company according to Memorandum No. 6 of the U. S. Bureau of Public Roads can remain in effect as suggested in the letter and in lieu of the contract and bond forms and the specification for protection of railroad and telegraph companies, we will insert the provision on insurance attached to Memorandum No. 32.

Very truly yours

R. H. Baldock
State Highway Engineer

By
G. S. Paxson
Bridge Engineer

GSP LD
Enc.

cc R. H. Baldock ✓
J. M. Devers

NOTED
State Highway Engineer

FORM 3-A-1

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM
XXXXXXXXXXXXXXXXXXXXX
Portland, Oregon

IN REPLY PLEASE
REFER TO FILE NO.

February 13, 1937

Const
Projects
Grad Crossing

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: G. S. Paxson

NOTED
State Highway Engineer

Re: Cook Overcrossing Plans.

Dear Sir:

Your letter of Feburary 10th received. The present 18-inch C.I.P. culvert under the railroad, if abandoned according to your suggestion, should have a 6-inch perforated iron pipe leading from the south end south to our 18-inch culvert. The ground shows quite springy on the railroad right of way from this culvert easterly to the spring-house and I suggest that three 20 ft. lengths of 6-inch perforated iron pipe by spaced about 20 ft. apart leading into our 18-inch culvert, to properly drain this area and prevent the possible sealing in of a spring under our fill.

The fill is 34 ft. high and I would estimate the cost of constructing the fill, gravel topping, pavement, guard fence and drainage might run almost as much as the cost of an additional bent of structure. If an additional bent is built, no provisions for drainage would be required and it would not be necessary to change culvert under the railroad fill and the ditch could be maintained along the south side of the railroad fill. If structure will run over $80 or $90 per foot, construction of fill and drainage would be cheaper.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock ✓

FORM 2-E-1 5M 9-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
FEB 12 1937
FOR FILING

Const.
Projects
Grade Crossing

February 10, 1937

Mr. J. M. Devers
Office

Dear Sir:

Attached is a print of drawing No. 6141, the same being the vicinity map for the proposed Cook Overcrossing structure on the West Portland-Hubbard Highway in Washington County.

You will notice on this vicinity map that the fill slopes cover a pump house and spring on the east side of the new highway and approximately on the railroad right of way line. The vicinity map shows this pump house protected by a retaining wall. A retaining wall on these foundations would be very expensive and it will be more economical to move the spring house than to protect it. I believe it best to move the spring house entirely off the right of way, which would require a move of about 27 feet, and to extend the piping to connect in its new location. Mr. Collier estimates that this will require approximately 1/2 cu. yd. of concrete; 30' of 2" pipe; 20" of 3/4" pipe, and 50' of 1/2" pipe, and together with the labor, will cost $50.00 to $75.00.

I would ask that your right of way agent be informed of this and that the moving of the spring house be made a part of the right of way purchase.

Very truly yours

NOTED

G. S. Paxson
Acting Bridge Engineer

GSP LD
cc E. A. Collier
R. H. Baldock

Commissioners
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

Const.
Projects
Grade Crossing

February 10, 1937

Mr. E. A. Collier
Division Engineer
7729 S. E. 13th Street
Portland, Oregon

NOTED
State Highway Engineer

Dear Sir:

Under separate cover I am sending you two prints of drawing No. 6141 in connection with the Cook Overcrossing project.

I am asking the right of way department to negotiate with the property owners for the moving of the spring box just east of the proposed crossing to a point off of our right of way so that we will not need to build a retaining wall to protect it.

We have discussed the moving of the culvert under the railroad tracks with the railroad engineers. It seemed that a better procedure than making a T connection to the existing pipe would be to place a new pipe far enough east so that the lower end of the pipe would be outside our embankment. There now is a drainage ditch just south of the railroad right of way line which will have to be taken care of in any event, and any railroad drainage on the south side of the track and above our highway embankment could be diverted to this ditch. I have written the Southern Pacific Company and suggested the installation of this new pipe to be 12" corrugated iron dipped and have asked for their approval of the change.

Since all of the footings go down to a hard gravel strata approximately 12 feet below ground surface on the south side of the track, it is my thought that it would be better to build the structure before the approach embankment is placed. It is very improbable that any settlement of the embankment would damage the structure

E. A. Collier - 2 February 10, 1937

under these conditions and the excavation would be materially decreased by doing it before making the embankment.

I am referring the matter of schedule of paving to Mr. Smith for his decision.

Very truly yours

R. H. Baldock
State Highway Engineer

By
G. S. Paxson
Acting Bridge Engineer

GSP LD

cc R. H. Baldock
H. G. Smith

FORM S-A-1

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE REFER TO FILE NO.

FOR FILE
Const Projects
Grade Crossing

FEB 10 1937
STATE HIGHWAY COMMISSION

XXXXXXXXXXXXXXXXXXXX
Portland, Oregon
February 9, 1937

NOTED
State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: G. S. Paxson

Dear Sir:

Your letter of February 5th at hand concerning the spring-house on the Cook Crossing Project. I investigated this yesterday and it appears entirely feasible to move the spring-house east about 27 ft. to clear our right of way. Slope stakes for the toe fill indicate that our fill would cover the concrete box and just touch the side of the present spring-house. The spring is in a concrete box on the railroad right of way and will not be covered by our fill.

I suggest that the right of way department reach an agreement with the owner, providing for the owner to move the spring-house off the right of way and reconnecting his pipe lines. I think he can do this for $50, or not to exceed $75, and I would be better to have the little spring-house off the right of way.

I did not receive Drawing No. 6141 with the set of plans you sent yesterday. Please send two prints of it at your early convenience. I find there is an 18-inch corrugated iron culvert under the railroad, the north end being on centerline at Station 162+25 and the south end being 15 ft. west of centerline, approximately at Station 162+60. It will be necessary to extend this south to a "T" connection with the 18-inch culvert along the south side of the railroad right of way. In accordance with your request of February 4th, I have looked over these plans and have no revisions to offer.

The soil is apparently peat, or beaver dam, and the weight of a 34 ft. fill may cause movement therein and settlement extending over a period of at least one year. Under these circumstances, do you think it would be advisable to place the fill first? I strongly recommend that pavement be not performed for one year after placing fill.

Attached hereto you will find a little sketch showing the suggested move of the spring house; also culvert under the railroad.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock ✓
H. G. Smith
Encl.

FORM S-A-1 1M 10-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE No.

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Const
Projects
Grade Crossings

February 8th, 1937

Mr. E. A. Callier
Division Engineer
State Highway Dept.
7729 S. E. 18th Ave.
Portland, Oregon

NOTED
State Highway Engineer

Dear Sir:

Please send special provisions and estimate of cost of the grading and paving in connection with the Cook Overhead, that is 1500 feet each side of the intersection.

I will advise you the width and details of the pavement later.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

FORM 5-A-1 10M 10-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

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Const
Projects
Grade Crossings

January 16th, 1937

Mr. L. A. Collier
Division Engineer
State Highway Dept.
7720 S. E. 18th Ave.
Portland, Oregon

Dear Sir:

On the West Portland-Hubbard Highway, in addition to the Cook Grade Separation, the bridge department is preparing plans for the crossing north of the Tualatin River.

They also wish to bring this up for hearing before the Public Utilities Commissioner; and therefore, it will be necessary to have a map prepared similar to that now being made by Mr. Kirkwood on the Cook crossing. The requirements were given in my letter to Mr. Kirkwood of recent date. In addition, the bridge department cannot find the degree of curvature on the railroad or the super-elevation on the railroad at this point. Be sure that this information is shown on the map.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

Dictated by
H. W. Libby
R

cc to: R. H. Baldock

NOTED

294-C

FORM 5-61 5M 7-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JAN 9 1937
FOR FILING

Cornet Grade Crossing

January 6th, 1937

Mr. A. A. Kirkwood
Locating Engineer
State Highway Dept.
1488 S. W. Montgomery
Portland, Oregon

Dear Sir:

Please prepare a vicinity map of the Cook Grade Separation near Station 72 of the West Portland-Hubbard (Tigard-Aurura) Highway which shall conform to the following rules:

(A) Map shall be on standard size 22" x 34" tracing cloth Federal Aid sheet. It shall show the vicinity of the crossing for a distance of at least 1500 feet each side of the crossing, both along the railway and the highway. The scale of the map shall be 200 feet equals one inch. The vicinity map shall show:

1. Stationing of the railroad line or lines and station at intersection of highway or street.
2. Stationing of the highway or street, and station at intersection of track or tracks.
3. The angle of intersection of the railway and highway or street. In case the intersection is on a curve or curves, the angle of the intersection of a tangent to the curves at the point of intersection shall be given.
4. The right-of-way lines of both the highway and the railway.
5. The location of all farm, private or gated crossings within the limits of the map.
6. The location of all telephone, telegraph and power lines, both along the highway and the railway.
7. The location of all buildings, trees, houses, barns and other obstructions to view within a radius of 600 feet of the intersection of the highway and railway.
8. The location of all block signals, whistle posts, crossing signs, approach signs or other signal devices or warnings in place on either the highway or the railway.
9. The location of contour lines within a radius of 600 feet of the crossing.
10. By appropriate lines, the distances which the operator of a highway vehicle can see in either direction along the railway and discern the pilot of a locomotive from:
    a. Points 50 feet each side of the intersection.
    b. Points 500 feet each side of the intersection.

11. Profiles showing the grade on both the highway and railway for a distance of 1500 feet each side of the crossing intersection. This shall be on the same sheet as the map.

Prints of the 100-foot map and profiles and four books of notes are being forwarded herewith.

This work should be done immediately, as it is desired to make application for this crossing to the Public Utilities Commissioner, and this map must accompany the application.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

Dictated by
H. W. Libby
R

cc to: R. H. Baldock
E. A. Collier

CONTRACT# [redacted] 1995

FA 179-B Lafayette Sec., Pacific Hwy. 1937
West

1995

RECEIVED
FEB 26 1938
FOR FILING

FA 179-B

#1995

February 25, 1938

Maryland Casualty Company,
Hanson & Rowland, Inc. Agents,
Washington Building,
Tacoma, Washington.

Gentlemen:

You are hereby notified that State Highway Contract No. 1995 for the construction of the Lafayette Section of the Pacific Highway West in Yamhill County, has been completed by the contractors, Mountain States Construction Company, and that final settlement will be made by the State with said contractors for work done under said contract, on or after March 7, 1938.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performanve of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $23,159.92, including the final payment. Of this amount $116.96 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED
DEC 1937
FOR FILING

179 B

December 21, 1937

Maryland Casualty Company,
Hansen & Rowland, Inc. Agents,
Washington Building,
Tacoma, Washington.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Mountain States Construction Company on Contract No. 1995, for the construction of the Lafayette Section of the Pacific Highway West in Yamhill County. This paymnt will be made on or after December 31, 1937.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

Dict. by J. McFarland.

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK,
STATE HIGHWAY ENGINEER,
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

179-B

December 21, 1937

IN REPLY PLEASE REFER TO FILE NO.
36-1105
36-1107

Mr. R. H. Baldock,
State Highway Engineer,
O f f i c e.

Attention: H. G. Smith

NOTED
State Highway Engineer

Dear Sir:

There are attached hereto the engineer's explanation of overruns and underruns exceeding 10% of the preliminary estimate on the Lafayette Section and the Bellevue-Pringle Corner Section.

179-B

300-a

Yours very truly,

F. D. Eason,
Division Engineer.

By

G. W. Ross,
Office Engineer.

GWR
cc R. H. Baldock
W. H. Probert
J. W. Nash

FORM [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE REFER TO FILE NO.

McMinnville, Oregon
December 20, 1937

Mr. F. D. Eason,
Division Engineer,
Salem, Oregon.

Dear Sir:

The following reasons are submitted for the overruns from the preliminary estimate on the Lafayette paving project, prefix 36-1107:

1. Trench Excavation. Excavation for 12" sewer pipe was slightly over estimated on the preliminary estimate. An allowance of 30 c.y. on the preliminary estimate was not used.

2. Excavation, Single Classification. The preliminary estimate contained quantities for an additional 11 foot strip of new pavement on the right side of the 1934 pavement, Sta. 222 + 21 to 225 + 22. This strip of pavement was eliminated in the Salem Office when the project plans were made up. Apparently the yardage for this strip was not eliminated. An allowance of 10% on the preliminary quantities was not used.

3. Truck Haul. Was decreased due to decrease in yardage.

4. Removal of Old Pavement. Less old pavement was required to be removed, Sta. 218 + 60.8 to 218 + 90.8 than was anticipated.

5. Catch Basins. Additional catch basins were required to drain low areas at Madison, Monroe, and Jackson streets. The planned basin locations were too high to intercept all the drainage at these intersections. The extra basins were placed at the north right of way line of the highway at the end of the curb returns.

6. Salvaging Culvert Pipe. The 12" pipe at the Kelty driveway entrance was realigned as the existing location was too far out from the curb. This was not included in the preliminary estimate.

7. Concrete Driveway Aprons. All required were put in. The preliminary estimate was too high.

8. 1" - 0" in Cushion Course. Additional material was put on at street entrances. Material also seemed to compress under the roller more than anticipated requiring more material to bring the pavement subgrade up to established grade.

9. 3/4" Expansion Joints. Preliminary estimate too high.

10. ½" Expansion Joints. Material put in as planned. Preliminary estimate too low.

11. Contraction Joints. Material put in as planned. Preliminary estimate too high.

12. Dowels. Material put in as planned. On preliminary estimate dowels were included in the expansion joint and contraction joints in the gutter strip. When the final plans were made up in the Salem Office, these dowels were omitted. The tie bars were also omitted between the main pavement and the curb and gutter strip.

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

Page 2 Overruns and Underruns Lafayette

13. Tie Bars and Reinforcement. Preliminary estimate too high.

14. Class "B" Asphaltic Concrete. Cross-sections were taken every 25 feet but inequalities of surface between these sections probably accounts for the overrun for this material. Finishing machine was set for proper depth of material as accurately as possible. The allowance for compaction was probably too much as indicated by the slightly reduced quantity of cut back wearing surface required.

15. 6" Sewer Pipe. This was extra material required, due to extra catch basins mentioned above.

Yours very truly,

Signed B. O. Johnson

Resident Engineer.

Form [illegible]—5M—6-37

[illegible]EGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

1793

For Week Ending December 18, 1937

Section Lafayette Paving.

Kind of work Grading and Paving.

Highway 99-W.

Section prefix 36-1107

Contractor Mounatin States Constr. Co.

Contract number 1995

Date of contract July 8, 1937

Date of completion October 31, 1937

Date work started July 22, 1937

Estimated date of completion Completed

Amount of contract . . . . $ 23762.00

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering . . . . $ 23,762.00

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering cost to date, $ 1615.00 , 6.8 %

Date project was completed Octobex 9, 1937

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

I worked Monday and Thursday on final estimate for this project. Completed work and sent records to Division office on Thursday evening by I.A. DeFrance, who came in to the office on that date. R.T. MacFarlane assisted Thursday in going over final details.

RECEIVED
DEC 20 1937
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

NOTED
H. W. LIBBY

B. F. SMITH

Signed

Address McMinnville, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

...... County, ...%; ...... County, ...%; ...... County, ...%; ...... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ......, Power graders ......, Rollers ......, Mixers ......, Crushing or screening plants ......,

Compressors ......, Bull dozers ......, Sheet-foot rollers ......, ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
1937
STATE HIGHWAY COMMISSION

Stencil No. 124
IN YOUR REPLY PLEASE REFER TO FILE No. Oregon F.A.P. 179-B
Lafayette section
Pacific Highway West

179-B.

November 26, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the modified project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

Encls.

Jron

Appr 14407

Section B,
Oregon Federal Aid Project No. 179.

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on February 13, 1933, by the Oregon State Highway Commission, and on March 11, 1933, by the Acting Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Section B of Oregon Project No. E-179, hereafter to be known and designated as Section B of Oregon Federal Aid Project No. 179; and

WHEREAS, the plans and specifications previously approved for said Section B provided for the construction of 1.283 miles of graded roadway and one bridge of more than 20 feet clear span, 0.038 of a mile in length, in Yamhill County, for which the estimate approved was $31,532.64, and $9,459.78 Federal funds were set aside to the credit of said Section B; and

WHEREAS, the construction of said Section B in accordance with the plans and specifications previously approved has been completed, finally inspected, and accepted, at a total cost of $29,602.98, and voucher in the sum of $8,331.18 has been passed for payment as the share of the Federal Government on said Section B; and

WHEREAS, the said Oregon State Highway Commission now requests a reopening of said Section B and a revision of the plans, specifications and estimate approved therefor to provide for extending the project from survey station 204+20.8 to survey station 219+43.2, thereby increasing its length from 1.321 miles to 1.609 miles, and to provide for widening and paving between survey stations 204+20.8 and 225+22.5, at an estimated cost of $26,135.00; and by reason thereof has requested that the estimate of cost approved for said Section B be increased from the previous actual cost of $29,602.98 to $55,737.98, and that the Federal funds approved and set aside to the credit of said Section B be increased from the previous actual payment of $8,331.18 to $24,281.18:

NOW, THEREFORE, It is hereby mutually agreed by and between the said Oregon State Highway Commission and the Secretary of Agriculture, that the plans, specifications and estimate approved for said Section B be revised in the manner above indicated, and that the said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimate and the sum of twenty-four thousand, two hundred eighty-one and 18/100 dollars ($24,281.18) as the share of the United States payable under said act on account of Section B of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof."

Paragraph (a) of Article I shall read:

> "(a) By the State from 'Emergency Construction Highway Funds' appropriated by Act approved July 21, 1932 (Public No. 302, 72nd Congress), and any part thereof not provided from such funds shall be met from Chap. 175, laws of 1917; Chap. 31, laws 1920; Chap. 88, laws 1931."

Article II shall read:

> "Article II. This agreement covers the following road as described in detail in said surveys, plans and specifications:
>
> "Between survey station 165+00 in the NW¼ of Sec. 12, T. 4 S., R. 4 W., W. M., and survey station 317+00 in the NW¼ of Sec. 9, T. 4 S., R. 3 W., W.M., (excepting therefrom those portions between survey stations 199+60 and 204+20.8 and survey stations 248+30 and 343+15.5), length 1.609 miles, in Yamhill County, being Section B of Oregon Federal Aid Project No. 179, consisting of 1.571 miles of roadway and one bridge of more than 20 feet clear span, 0.038 of a mile in length."

Paragraph (a) of Article III shall read:

> "(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost."

Paragraph (d) of Article III shall be and is hereby stricken out.

Article IV shall read:

> "Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B of said project shall not in any event exceed the sum of twenty-four thousand, two hundred eighty-one and 18/100 dollars ($24,281.18), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of fifty-five thousand, seven hundred thirty-seven and 98/100 dollars ($55,737.98), the approved total estimated cost of Section B of said project."

Paragraph two of Article V shall be and is hereby stricken out.

Article VI shall read:

> "Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: from Chap. 41, laws 1927; Chap 88, laws 1931.
>
> "The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth surfaced highway."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the Oregon State Highway Commission on the 22nd day of October, 1937, and the Secretary of Agriculture on the 13th day of November, 1937.

OREGON STATE HIGHWAY COMMISSION

By Henry F. Cabell
Chairman, State Highway Commission

By
Member, State Highway Commission

By
Member, State Highway Commission

SECRETARY OF AGRICULTURE

By
Acting Chief, Bureau of Public Roads.

Section B, Oregon Federal Aid Project No. 179.

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Project No. 179-B, State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 55,737.98 as the total estimated cost of said project, and the sum of $ 24,281.18 in lieu of the previous actual payment of $8,331.18 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 13th day of November one thousand nine hundred and thirty-seven

Secretary of Agriculture,

By H. J. O'Leary
Acting Chief, Bureau of Public Roads.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 8.

IN YOUR REPLY PLEASE
REFER TO FILE NO. 179-B

November 6, 1937

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon FAP 179-B, Lafayette Section, West Side Pacific Highway, Yamhill County, ______, was made by a representative of this office on October 27, 1937. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Highway Engineer

Jon

RECEIVED
OCT 1 1937

RECEIVED
1937
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

(Stencil #28)

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon F.A.P. 179-B
Lafayette section
Pacific Highway West

October 15, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

Jon

FORM 6-A-1 10M 7-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
OCT 13 1937
FOR FILING
171-C

October 11, 1937

J. Carl Reister, Clerk
School District #22
Yamhill County
Lafayette, Oregon

Dear Sir:

Responding to your communication of October 9, advise that: (1) the question of your disposing of the affluent from the septic tank on private property is a matter of negotiation between you and the owner of the private property; (2) we will not permit you to connect the septic outlet into the highway subdrain; and (3) it will be necessary for you to determine this yourself.

Very truly yours,

State Highway Engineer

RHB:HI

RECEIVED
OCT 11 1937
OREGON
STATE HIGHWAY COMMISSION

LaFayette, Oregon
October 9, 1937

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Recently I wrote you concerning the matter of repair to the septic outlet from the school house in LaFayette. Since then, your department has made this necessary repair.

Now the question has arisen whether the school district is free to open its septic outlet on private property across the highway from the school property, a practice which has been followed for many years.

We are desirous of ascertaining, first (1) whether we are within our rights under the present arrangement, second (2), whether it would be possible to connect the septic outlet into the highway sub-drain which comes in front of the school property, and third (3) whether it would be advisable and necessary to find a more suitable outlet.

Your careful consideration and reply to these questions will be greatly appreciated by the School District.

Very truly yours,

SCHOOL DISTRICT # 22 YAMHILL COUNTY

J Carl Reister

by J. Carl Reister, Clerk

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM.

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

RECEIVED
OCT 8 1937
FOR FILING
179-13

September 21, 1937

IN REPLY PLEASE
REFER TO FILE NO.
36-1107

Mr. E. O. Johnson, Resident Engineer,
Oregon State Highway Department,
128 Second Street,
Corvallis, Oregon.

NOTED
State Highway Engineer

Dear Sir:

We just received a letter from Mr. H. G. Smith calling to our attention the attached letter from Mr. J. Carl Meister, Clerk of School District No. 22, Yamhill County, Oregon, complaining that the septic tank was discontinued from the schoolhouse at Lafayette by the contractor. As school opened September 20 and they are without lavoratory accommodations, we request you to look into the matter immediately. Report to this office what action was taken.

Yours very truly,

F. D. EASON,
Division Engineer.

By

G. F. O'Neil.

CFO'N:AM
cc R. H. Baldock
H. G. Smith

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

RECEIVED
OCT 8 1937
FOR FILING
179-13

September 21, 1937

IN REPLY PLEASE
REFER TO FILE NO.
36-1107

Mr. B. Q. Johnson, Resident Engineer,
Oregon State Highway Department,
128 Second Street,
Corvallis, Oregon.

NOTED
State Highway Engineer

Dear Sir:

We just received a letter from Mr. H. G. Smith calling to our attention the attached letter from Mr. J. Carl Reister, Clerk of School District No. 22, Yamhill County, Oregon, complaining that the septic tank was discontinued from the schoolhouse at Lafayette by the contractor. As school opened September 20 and they are without lavoratory accommodations, we request you to look into the matter immediately. Report to this office what action was taken.

Yours very truly,

F. D. EASON,
Division Engineer.

By

C. F. O'Neil.
Construction Engineer

CFO'N:AM
cc R. H. Baldock ✓
H. G. Smith

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
OCT 8 1937
FOR FILING

September 20th, 1937

NOTED
State Highway Engineer

Mr. F. D. Eason
Division Engineer
Office

Dear Sir:

Herewith, letter from J. Carl Reister, Clerk of School District #22, Yamhill County, Oregon, complaining that the septic tank was discontinued from the schoolhouse in Lafayette. Will you please make an investigation to determine if this is an obligation against the contractor or the State, and if ours, please make the necessary repairs so that the school will not have to close down.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AE

cc to: R. H. Baldock ✓

RECEIVED
SEP 7 1937
FOR FILING
179-B

September 3, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Lafayette Section, Federal Aid Project No. 179-B.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department Federal Aid Project No. 179-B

LAFAYETTE SECTION OF THE

PACIFIC HIGHWAY WEST IN YAMHILL COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 25, 1937

COMPLETED FEDERAL AID WORK

Total Final Cost, Roadway - - - - - - - - - - - - - - - - - - -	$ 63,005.10
Total Final Cost, Bridge - - - - - - - - - - - - - - - - - - -	$ 10,268.46
Federal Aid Paid, Roadway - - - - - - - - - - - - - - - - - -	$ 5,480.63
Federal Aid Paid, Bridge - - - - - - - - - - - - - - - - - - -	$ 2,930.45
Emergency Construction Funds Paid, Roadway - - - - - - - - - -	$ 12,608.84
Emergency Construction Funds Paid, Bridge - - - - - - - - - -	$ 6,838.30
NRM Funds Paid, Roadway - - - - - - - - - - - - - - - - - - -	$ 22,538.84
NRS Funds Paid, Roadway - - - - - - - - - - - - - - - - - - -	$ 18,687.70
Length -	1.404 miles

NEW WORK

46' Concrete Pavement (Sta. 204+20.8 to 205+68.7)

All Required		Clearing and Grubbing		$ 7.00
150	cu. yds.	Excavation, Single Classif.	$ 0.50	75.00
80	yd. mi.	Truck Haul	0.15	12.00
350	lin. ft.	Concrete Curb and Gutter	0.75	262.50
60	cu. yds.	Rock Base	1.00	60.00
20	cu. yds.	1" - 0" Materials in Cushion Course	2.50	50.00
10	cu. yds.	1" - 0" Materials in Cushion Course	2.00	20.00
360	sq. yds.	Portland Cement Concrete Pavement	1.80	648.00
40	lin. ft.	[illegible]" Expansion Joints	0.15	6.00
200	lin. ft.	[illegible]" Expansion Joints	0.11	22.00
200	lin. ft.	Contraction Joints	0.02	4.00
230	Only	Dowels	0.15	34.50
60	lbs.	Tie Bars and Reinforcement	0.06	3.60
		Subtotal		$ 1,204
		10% Engr. & Contg.		120
		Total		$ 1,324

Length 0.028 mile

Cost per mile $ 47,285

46' Concrete Pavement (Sta. 219+47.7 to 225+22.5)

All Required		Clearing and Grubbing		$ 27.00
260	cu. yds.	Trench Excavation	$ 1.00	260.00
750	cu. yds.	Excavation, Single Classif.	0.50	375.00
420	yd. mi.	Truck Haul	0.15	63.00
150	sq. yds.	Removal of Old Pavement	0.25	37.50
40	sq. yds.	Removal of Sidewalks	0.20	8.00
670	lin. ft.	12" Sewer Pipe	1.00	670.00
3	only	Concrete Catch Basins	20.00	60.00
650	lin. ft.	Concrete Curb and Gutter	0.75	487.50
240	cu. yds.	Rock Base	1.00	240.00
60	cu. yds.	1" – 0" Materials in Cushion Course	2.50	150.00
30	cu. yds.	½" – 0" Materials in Cushion Course	2.00	60.00
1,490	sq. yds.	Portland Cement Concrete Pavement	1.80	2,682.00
180	lin. ft.	¾" Expansion Joints	0.15	27.00
900	lin. ft.	½" Expansion Joints	0.11	99.00
900	lin. ft.	Contraction Joints	0.02	18.00
970	only	Dowels	0.15	145.50
240	lbs.	Tie Bars and Reinforcement	0.06	14.40
		Subtotal		$ 5,423
		10% Engr. & Cont.		542
		Total		$ 5,965

Length	0.109 mile
Cost per mile	$ 54,724

46' Rural Type Roadway (Sta. 205+68.7 to 219+47.2)

All Required		Clearing and Grubbing		$ 66.00
140	cu. yds.	Trench Excavation	$ 1.00	140.00
1,900	cu. yds.	Excavation, Single Classif.	0.50	950.00
1,000	yd. mi.	Truck Haul	0.15	150.00
450	sq. yds.	Removal of Old Pavement	0.25	112.50
360	sq. yds.	Removal of Sidewalks	0.20	72.00
380	lin. ft.	12" Sewer Pipe	1.00	380.00
2	only	Concrete Catch Basins	20.00	40.00
130	lin. ft.	Salvaging Culvert Pipe	0.20	26.00
2,350	lin. ft.	Concrete Curb and Gutter	0.75	1,762.50
200	sq. yds.	Concrete Driveway Aprons	1.75	350.00
700	cu. yds.	Rock Base	1.00	700.00
180	cu. yds.	1" – 0" Materials in Cushion Course	2.50	450.00
110	cu. yds.	½" – 0" Materials in Cushion Course	2.00	220.00
800	sq. yds.	Portland Cement Concrete Base	1.70	1,360.00
3,850	sq. yds.	Portland Cement Concrete Pavement	1.80	6,930.00
430	lin. ft.	¾" Expansion Joints	0.15	64.50
2,500	lin. ft.	½" Expansion Joints	0.11	275.00

2,300	lin. ft.	Contraction Joints	$ 0.02	$ 46.00
2,300	only	Dowels	0.15	345.00
2,900	lbs.	Tie Bars and Reinforcement	0.06	174.00
200	tons	Class "B" Asphaltic Concrete	7.00	1,400.00
160	tons	Cutback Wearing Surface	7.00	1,120.00

Su total	$ 17,133
10% Engr. & Cont.	1,713
Total	$ 18,846

Length	0.261 mile
Cost per mile	$ 72,206

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
46' Concrete Pavement (Sta. 204+20.8 to 205+63.7)	$ 1,324	$ 808	$ 516
46' Concrete Pavement (Sta. 219+47.2 to 225+22.5)	5,965	3,640	2,325
46' Dual Type Pavement (Sta. 205+63.7 to 219+47.2)	18,846	11,502	7,344
	$ 26,135	$ 15,950	$ 10,185

State Funds for Construction: Chap. 175, Laws 1917; Chap. 51, laws 1920;
Chap. 88, laws 1931

State Funds for Maintenance Chap. 41, laws 1927; Chap. 88, laws 1931

Oregon State Highway Department — Federal Aid Project No. 179-B

LAFAYETTE SECTION OF THE
PACIFIC HIGHWAY WEST IN YAMHILL COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, June 21, 1937

COMPLETED FEDERAL AID WORK

Total Final Cost, Roadway	$ 63,005.10
Total Final Cost, Bridge	$ 10,[illegible].06
Federal Aid Paid, Roadway	$ 5,400.53
Federal Aid Paid, Bridge	$ 2,930.65
Emergency Construction Funds Paid, Roadway	$ 12,600.24
Emergency Construction Funds Paid, Bridge	$ 6,838.19
NRM Funds Paid, Roadway	$ 22,532.84
NRM Funds Paid, Roadway	$ 18,657.78
Length	1.404 miles

NEW WORK

46' Concrete Pavement (Sta. 204+20.8 to 205+68.7)
(Sta. 219+47.2 to 225+22.5)

All Required		Clearing and Grubbing		$ 50.00
260	cu. yds.	Trench Excavation	$ 1.00	260.00
900	cu. yds.	Excavation, Single Classif.	0.50	450.00
500	yd. mi.	Truck Haul	0.20	100.00
150	sq. yds.	Removal of Old Pavement	0.40	60.00
40	sq. yds.	Removal of Sidewalks	0.20	8.00
670	lin. ft.	12" Sewer Pipe	1.00	670.00
3	only	Concrete Catch Basins	25.00	75.00
1,000	lin. ft.	Concrete Curb and Gutter	1.00	1,000.00
300	cu. yds.	Rock Base	1.30	390.00
80	cu. yds.	1" - 0" Materials in Cushion Course	1.80	144.00
40	cu. yds.	½" - 0" Materials in Cushion Course	1.80	72.00
1,850	sq. yds.	Portland Cement Concrete Pavement	1.60	2,960.00
220	lin. ft.	¾" Expansion Joints	0.20	44.00
1,100	lin. ft.	½" Expansion Joints	0.15	165.00
1,100	lin. ft.	Contraction Joints	0.05	55.00
1,200	only	Dowels	0.20	240.00
300	lbs.	Tie Bars and Reinforcement	0.06	18.00
			Subtotal	$ 6,761
			10% Engr. & Cont.	676
			Total	$ 7,437

Length 0.137 mile
Cost per mile $ 54,284

46' Dual Type Roadway (Sta. 205+68.7 to 219+47.2)

All Required		Clearing and Grubbing		$ 50.00
140	cu. yds.	Trench Excavation	$ 1.00	140.00
1,900	cu. yds.	Excavation, Single Classif.	0.50	950.00
1,000	yd. mi.	Truck Haul	0.20	200.00
450	sq. yds.	Removal of Old Pavement	0.40	180.00
360	sq. yds.	Removal of Sidewalks	0.20	72.00
380	lin. ft.	12" Sewer Pipe	1.00	380.00
2	only	Concrete Catch Basins	25.00	50.00
130	lin. ft.	Salvaging Culvert Pipe	0.50	65.00
2,350	lin. ft.	Concrete Curb & Gutter	1.00	2,350.00
200	sq. yds.	Concrete Driveway Aprons	2.00	400.00
700	cu. yds.	Rock Base	1.30	910.00
180	cu. yds.	1" - 0" Materials in Cushion Course	1.80	324.00
110	cu. yds.	¾" - 0" Materials in Cushion Course	1.80	198.00
800	sq. yds.	Portland Cement Concrete Base	1.50	1,200.00
3,850	sq. yds.	Portland Cement Concrete Pavement	1.60	6,160.00
430	lin. ft.	¾" Expansion Joints	0.20	86.00
2,500	lin. ft.	½" Expansion Joints	0.15	375.00
2,300	lin. ft.	Contraction Joints	0.05	115.00
2,300	only	Dowels	0.20	460.00
2,900	lbs.	Tie Bars and Reinforcement	0.06	174.00
200	tons	Class "B" Asphaltic Concrete	6.50	1,300.00
160	tons	Cutback Wearing Surface	6.50	1,040.00
			Subtotal	$ 17,179
			10% Engr. & Cont.	1,717
			Total	$ 18,896

Length	0.261 mile
Cost per mile	$ 72,398

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
46' Concrete Pavement	$ 18,896	$ 11,531	$ 7,365
46' Dual Type Pavement	7,437	4,539	2,698
	$ 26,333	$ 16,070	$ 10,063

RECEIVED
JUL 29 1937
FOR FILING
179-13

July 28, 1937

Mountain States Construction Co.
1644 Washington Street
Eugene, Oregon

Gentlemen:

By express we are forwarding to you a fully executed copy of contract No. 1996 awarded to you on July 8, 1937 for the paving of the Lafayette Section of the Pacific Highway West in Yamhill County.

This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

MK

RECEIVED
JUL 16 1937
FOR FILING
179-B

July 16, 1937

MOUNTAIN STATES CONSTRUCTION COMPANY
1644 Washington Street
Eugene, Oregon

Dear Sirs:

We are sending you today by express four copies of Contract No. 1995, which was awarded to you on July 8, 1937, by the State Highway Commission, covering the paving of the Lafayette Section of the Pacific Highway West, in Yamhill County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this is done, a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the provision under Section 5 of the General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately following page 29 of the mimeographed Special Provisions, relating to the payment by the contractor of amounts due hospital associations, et cetera.

You are also requested to notify the National Reemployment Service at once of the approximate date work will begin and the number and classification of laborers needed for such work.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

RECEIVED
JUL 10 1937
FOR FILING
179-B

July 9, 1937

Mountain States Construction Company
1644 Washington Street
Eugene, Oregon

Gentlemen

The State Highway Commission awarded to you at its meeting on July 8 the contract for 0.40 mile paving on the Lafayette Section of the Pacific Highway West in Yamhill County. This award was based on your bid of $23,762 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

AM

cc - Mr. Probert

(copy Mr Eason)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO. 179-B

POST OFFICE BUILDING
PORTLAND, OREGON

FOR FILING

July 8, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. 179-B, Lafayette section of the Pacific Highway West, to the Mountain States Construction Co., Eugene, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

RECEIVED
SEP 7 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No. 179-B

July 7, 1937

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

When submitting the project agreement estimate for the Lafayette Section of the Pacific Highway, West, Oregon Federal Aid Project 179-B, please segregate that part of the 46' concrete pavement between Stations 204+20.8 and 205+68.7 from the balance.

This is in a previous exception while the remainder was improved in the previous project.

Very truly yours,

W. H. LYNCH
District Engineer

F. E. Andrews
F. E. ANDREWS
Senior Highway Engineer

RECEIVED
SEP 7 1937
FOR FILING

179-B

June 26, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to the inquiry contained in your letter of June 23, 1937, concerning page 23 of the special provisions for the Lafayette Section, F. A. Project No. 179-B.

Please be advised that the specification is incorrect and is being corrected to read, "over the existing pavement, etc." by deleting the word "bituminous." Please make the correction in the bid proposals which were sent to you previously.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

J. W. Nash
Assistant Office Engineer

JWN:ER

RECEIVED
1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
1937
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE
REFER TO FILE NO.

June 23, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The P.S.& E. documents for Oregon Federal Aid Project No. 179-B, the Lafayette section of the West Side Pacific Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Chief Engineer of the Bureau.

Our approval is conditioned upon a uniform roadway crown and curb height being maintained with only such variations or warping to be authorized as a field study shows to be desirable and practicable.

It is noted that on page 23 of the special provisions it calls for outback wearing surface on the existing bituminous pavement. The section sheet does not show any existing bituminous pavement, and from our knowledge of the project, it is our recollection that the entire old pavement is cement concrete.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
JUN 21 1937

FOR FILING

NOTED
G. B. McCullough

17

June 17, 1937

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Dear Sir: Attention: H. G. Smith, Construction Engineer

There are submitted herewith specifications and estimate for the proposed construction improvement in Lafayette on the West Side Highway in Yamhill County.

Map, profile, and computation sheets have already been handed to Mr. O'Neil for preparation of plans.

Yours very truly,

F. D. EASON
Division Engineer

FDE:MM
Enc.
cc Mr. R. H. Baldock

SPECIAL PROVISIONS

Lafayette Paving Section.

TIME AND PLACE OF RECEIVING BIDS

Bids for the work described below will be received by the State Highway Commission of the State of Oregon, in the Auditorium of the Public Service Building in Portland, Oregon, at nine o'clock A.M. (9:00 A.M.) on the ______________________ ______________.

DESCRIPTION OF WORK

The work for which bids are to be received, and the work to be done under the contract, if awarded, consists of the following work on the Lafayette Paving Section of the West Side Pacific Highway, in Yamhill County:

1. Construction of 5600 sq. yds. of Portland cement concrete pavement.
2. Construction of 750 sq. yds. of Portland cement concrete base.
3. Construction of 3100 sq. yds. of Asphaltic concrete pavement.
4. Construction of 3350 lineal feet of combination curb and gutter.

5. Performance of such additional and incidental work as is called for by the specifications and plans.

The south end of the project is at Station 204+20.8, which is the north line of Washington Street. The north end of the project is at Station 225+22.5, which is the south line of Jackson Street. The length of the project is 0.40 mile.

CLASS OF PROJECT

This project is a Regular Federal Aid Project. It is to be conducted in accordance with the federal regulations applying to that class of projects, which regulations, insofar as they concern the contractor, are included and stated in the provisions and specifications given herein or bound herewith.

DATE OF COMPLETION

The work to be done under the contract shall be completed not later than October 31, 1937.

CLEARING AND GRUBBING

Specifications:

The clearing and grubbing work shall be performed and paid for in accordance with the standard specifications for "Clearing and Grubbing" as given in Section 7 of the standard specification form, except as that specification is supplemented and modified by the provisions which follow.

Area to Be Cleared and Grubbed:

The area to be cleared and the area within which all specified grubbing work is to be done for the lump sum price bid for "Clearing and Grubbing" shall consist of and include the whole of the right of way area as indicated on the plans, and in addition thereto such areas lying outside of the right of way as are to be occupied by excavations, embankments, structures, pavement, curbs, sidewalks and other portions and parts of the improvement to be made.

One 14" maple tree is to be removed and disposed of.

All articles and things removed and all debris resulting from the clearing and grubbing operations shall be disposed of in a manner satisfactory to the engineer.

EARTHWORK

Specifications:

All excavation and embankment construction work and all other earthwork to be performed under the contract shall be performed in accordance with the standard specification for "Earthwork" as given in Section 8 of the standard specification form, except as that specification is supplemented and modified by the provisions which follow.

Classification:

All pay excavation, except that which, in accordance with the provisions which follow, is to be classed and paid for as "Trench Excavation" will be classified on the single classification basis described in the standard specification and will be paid for at the price bid for "Excavation, Single Classification".

The following classes of excavation, regardless of their nature, condition or manner of excavation, will be classified as "Trench Excavation" and will be paid for at the price bid for that item:

1. Excavation for culverts, siphons and flumes.
2. Excavation for pipe drains, tile drains, sewers, water pipes and conduits.
3. Excavation for culvert headwalls.

4. Excavation for inlet and outlet ditches for culverts, siphons, pipe drains and tile drains, the lengths of which ditches do not exceed fifty (50) feet.

5. Excavation for irrigation ditches and open drain ditches (including inlet and outlet ditches of lengths exceeding fifty (50) feet), when the excavation for the ditch does not exceed an average of one-half (½) cubic yard per linear foot of ditch.

Excavation for cut ditches, borrow ditches and other ditches or trenches which are a part of the roadbed grading section will not be classed as "Trench Excavation".

Surface Ditches:

The contractor shall construct such drainage ditches and trenches, either within or outside of the right of way limits, as the engineer may consider needed for the proper drainage of the project. Such ditches and trenches shall be constructed to the lines, grades and cross-sections set by the engineer.

Approach Roads and Street Connections:

The work to be done under this contract shall be understood to include the construction of such road approaches and connections with existing roads and streets as are called for by the plans or ordered by the engineer. Attention is called particularly to the connection to be constructed between the new pavement and the existing pavement at the north end of the project.

The basis of payment for the construction of road approaches and connections will be the same as for the construction of the main roadbed.

Compaction of Embankments:

Embankments shall be built-up in horizontal layers having uniform thicknesses not greater than eight (8) inches, and each layer shall be separately and thoroughly compacted by means of caterpillar bulldozers, by means of heavy tamping rollers, by means of tractors having wheels equipped with tamping lugs or by means of some other thoroughly effective compacting equipment approved by the engineer. The compacting operations on each layer shall continue until no further compaction can be obtained, and the placing of the successive layer of embankment material shall, under no circumstances, be commenced until that condition is fulfilled.

Finishing of Roadbeds:

The portions of the street or right of way area adjacent to curbs or the edge of pavement where no curbs are to be constructed, shall be leveled off and shaped to the grades set by the engineer.

Payment for smoothing up of all excavated or filled areas shall be deemed to be included in the price bid for excavation single classification and no further payment shall be made for this work.

Disposition of Excess Excavated Materials:

Such excavated material in excess of that needed to construct embankment within the limits of the project shall be distributed along the embankment south of the project as directed by the engineer. Truck haul will be paid for each yard of excavated material classed as "Excavation single classification".

Measurement and Payment:

Except as otherwise herein specified, the basis of measurement and payment for earthwork performed under this contract shall be as stated in the standard specification. The pay items for earthwork will be as follows:

1. Trench Excavation
2. Excavation, Single Classification
3. Truck Haul
4. Finishing of Roadbed

REMOVAL OF OLD PAVEMENT

Work to Be Done:

Under this specification, the contractor shall take up such areas of existing pavement as the engineer may designate and shall dispose of the materials of which the pavement is composed in the manner hereinafter specified.

The cross walks to be removed shall be considered in all respects as old pavement.

Disposition of Materials:

The old pavement materials shall be used to widen roadbed embankments at such locations as the engineer may designate, the materials being so placed that none are within the area to be occupied by new pavement.

Measurement and Payment:

Payment for the removal of the old pavement in the manner specified will be made at the price bid per square yard for "Removal of Old Pavement", which price shall be understood to include and cover the cost of hauling the old pavement materials to the places of their deposit, it being understood that the length of haul is to nowhere exceed one mile.

REMOVAL OF SIDEWALKS

Work to Be Done:

Under this item, such areas of existing concrete sidewalks and driveways as must be removed in order to permit the performance of the new construction work as planned, shall be taken up and the materials of which they are composed, disposed of in the same manner as hereinbefore specified for "Removal of Old Pavement". The sidewalk removal refers to strips necessary to construct curbs.

Measurement and Payment:

Payment for the removal and disposal of the sidewalks in the manner specified will be made at the price bid per square yard for "Removal of Sidewalks".

In determining the area of sidewalk removal, a line six inches back of the back of curb shall be the limit for which removal will be paid.

Cross walks extending across the streets are to be considered as pavement on account of their heavy construction and removal will be paid for under "Pavement Removal".

COVERING OR MATCHING INLET

The catch inlet in Madison Street shall be filled and covered or matched, as indicated by the engineer. The inlet if filled, shall be filled with suitable materials, placed in layers not exceeding six (6) inches and each layer to be tamped until thoroughly compacted.

The upper six (6) inches of the backfill shall be made with Portland cement concrete of the same kind and quality as is specified for Portland cement concrete base.

Basis of Payment:

Payment for the covering or matching of the inlet, including the excavating and backfilling work, and the furnishing and placing of the concrete, will be made at the price bid per each for "Covering or Matching Inlet".

SEWER PIPE

Work to Be Done:

Under this specification, the contractor shall furnish and place twelve-inch sewer pipe at such locations as the plans may indicate or as the engineer may designate.

Types of Pipe:

The pipe to be furnished under this specification may be either concrete pipe or vitrified clay pipe. It must have the bell and spigot type of joint.

Standard Specification to Apply:

The pipe shall be furnished, placed and paid for in accordance with the standard specifications for "Concrete Pipe Culverts" and "Vitrified Clay Pipe Culverts" as given in Sections 26 and 28 of the standard specification form, except as those specifications are supplemented and modified by the following provisions.

Shell Thickness and Strength:

The pipe to be furnished under this specification shall conform with the following requirements:

Inside Diameter of Pipe (Inches)	Minimum Shell Thickness (Inches)	Cracking Load (Lbs. per ft.)	Ultimate Load (Lbs. per ft.)
12	1¼	1200	1400

Limitations on Widths of Trenches:

The pay excavation for trenches for sewer pipe shall be limited to a width of two (2) feet.

The contractor shall furnish and operate such pumping equipment as is required to keep trenches free of water and shall furnish, place, maintain and remove such sheathing and bracing as is necessary to support the sides of the trenches in a safe and satisfactory manner.

Connections to Inlets, Etc.:

Connections to manholes, catch basins, inlets and sewers shall be made at such elevations and locations as the engineer orders. Each connection shall be made in a workmanlike manner and the joint shall be carefully sealed and made water-tight with cement mortar.

Joints to Be Caulked:

Each joint in the pipe shall be carefully caulked with a closely twisted oakum gasket of proper size before being sealed with cement mortar.

Backfilling:

The materials used to backfill the trenches shall be placed in layers of thicknesses not exceeding six (6) inches, and each layer shall be solidly compacted by tamping or other suitable means.

Measurement and Payment:

For each cubic yard of excavation necessarily made in connection with the installation of the sewer pipe, payment will be made at the price bid per cubic yard for "Trench Excavation".

For each lineal foot of twelve-inch sewer pipe furnished and installed as specified, payment will be made at the price bid per lineal foot for "Twelve-inch Sewer Pipe".

Payment for this item shall be understood to comprise full and complete compensation for all work involved in the furnishing and placing of the sewer pipe in accordance with the foregoing specifications, including the backfilling and compacting of materials, and all other work called for by the specifications.

SALVAGING AND REINSTALLING OF CULVERT PIPE

Such existing culvert pipe, drain pipe, sewer pipe and tile as the Engineer may designate shall be taken up and cleaned, and after having been cleaned, shall be moved to and reinstalled at such locations as the Engineer may designate, or shall be loaded, hauled and piled in accordance with the Engineer's orders.

The work here specified to be done shall be performed and paid for in accordance with the standard specification for "Salvaging Culvert Pipe" given in Section 33 of the standard specification form. Payment for the excavating work involved will be made at the price bid for "Trench Excavation".

The cleaning of the pipe shall be performed in a workmanlike manner and payment therefor shall be understood to be included in the bid prices. Payment will be made for only such lengths of pipe as are salvaged unbroken.

CONCRETE CATCH INLETS - SPECIAL CONSTRUCTION

General:

Concrete catch inlets of the design shown on the plans shall be constructed where called for by the plans and at such other locations as the engineer may designate.

These structures shall be constructed as specified in the standard specification for "Concrete in Structures", given in Section 34 of the standard specification form.

The concrete used in the inlets shall be Class "A" concrete. The gratings and frames for the catch inlets shall be standard wrought iron or cast steel gratings and grating frames, and they shall be furnished by the contractor, it being understood that grates and frames salvaged from old catch inlets removed may be used if of proper size and in good condition.

Basis of Payment:

Payment for new concrete catch inlets will be made at the price bid per each, for "Concrete Catch Inlets", which price shall be understood to include the construction of the inlet, the making of all necessary excavation, the backfilling, the furnishing and placing of the grates, and all other work or items necessary to provide a complete and satisfactory installation.

CONCRETE CURBS AND GUTTERS

Work to Be Done:

Under this specification, the contractor shall construct concrete curbs and gutters of the designs shown on the plans, the particular design to be used at any given location to be as the engineer directs.

Specification:

The curbs and gutters shall be constructed in accordance with the standard specification for "Concrete for Structures" as given in Section 34 of the standard specification form, except as that specification is supplemented and modified by the provisions which follow.

Details of Construction:

The area to be occupied by the curbs and gutters shall be graded to specified lines and grades and shall be made hard and compact by hand tamping.

The concrete curbs and gutters shall be constructed of Class "A" concrete. Sections more than forty-five feet in length shall be provided with expansion joints placed at such intervals that the distance between expansion joints nowhere exceeds forty-five (45) feet. Expansion joints shall also be provided at each end of each section of curb and gutter. The joints shall be filled with an approved type of premolded expansion joint filler having a thickness of one-half (½) inch.

Contraction joints shall be built into the curbs and gutters at intervals of fifteen (15) feet by the insertion of oiled steel plates three-sixteenths inch thick, the plates to be withdrawn as soon as the concrete has taken its initial set.

The curbs and gutters shall be constructed to the lines ordered by the engineer.

For one week following the pouring of the concrete the exposed surfaces shall be kept covered with burlap, the burlap being kept continuously wet.

After the curbs and gutters are in place, all excavations back of the curbs shall be backfilled with good quality top soil. All excess excavated materials shall be disposed of in a manner satisfactory to the Engineer.

Where existing concrete walks are cut back to provide space for the construction of the new pavement, new gutter, or new curb, the space between the curb and the edge of the walk shall be filled with Class "A" concrete and the concrete filling shall be finished off in a manner which will provide a neat and workmanlike connection between the walk and the curb.

One-half ($\frac{1}{2}$) inch premolded expansion joint filler shall be placed between the new curb and all walks which meet the curb.

Measurement and Payment:

For the construction of concrete curbs and gutters as above specified, payment will be made at the price bid per cubic yard for "Concrete Curbs and Gutters". The quantity to be paid for at that price shall be the number of cubic yards of concrete in the completed curbs and gutters.

No separate or additional payment will be made for the expansion joints and contraction joints, for the backfilling and leveling work, or for the concreting between the curb and concrete walks. Required excavation other than that paid for as sidewalk removal, except such as is back of the back face of the curb, will be paid for at the price bid for "Excavation, Single Classification".

DRIVEWAY APRONS

Work to Be Done:

Under this item, the contractor shall construct concrete driveway aprons at such locations as are indicated on the plans, or as may later be designated by the Engineer.

Design:

The concrete driveway aprons shall be of the designs shown on the plans, the particular design to be used at any given location to be as ordered by the Engineer. Their widths and lengths shall be as ordered by the Engineer.

Specifications:

The driveway aprons shall be constructed in accordance with the standard specification for "Concrete for Structures" as given in Section 34 of the standard specification form, except as that specification is supplemented and modified by the provisions which follow.

Details of Construction:

A trench in which to construct the driveway apron shall be excavated to the grade ordered by the engineer and the bottom thereof shall be thoroughly compacted by rolling or tamping. Holes and low spots in the subgrade shall be filled with earth, the earth being compacted by rolling or tamping.

The driveway apron shall be constructed of the same class of concrete as is specified for use in the Portland cement concrete pavement. Its surface shall be marked and otherwise finished to conform with other driveways in the vicinity. For at least four days following the pouring of the concrete, the surface shall be kept covered with burlap or earth, the burlap or earth being kept continuously saturated with water.

After the driveway aprons are in place, all unfilled excavations shall be backfilled and leveled-off, excess materials, if any, being disposed of as ordered by the engineer.

Where existing walks or driveways are cut back to provide space for the construction of the new driveway apron, the space between the driveway apron and the edge of the walk or driveway pavement shall be filled with concrete of the same class as is specified for use in the Portland cement concrete pavement, and the concrete filling shall be finished off in a manner which will provide a neat and workmanlike connection between the new apron and the walk or driveway pavement.

Measurement and Payment:

Payment for the construction of concrete driveway aprons as specified above will be made at the price bid per square yard for "Concrete Driveway Aprons", which price will be understood to include the cost of backfilling, and other incidental work as well as the cost of furnishing and placing the concrete. Necessary excavation will be separately paid for at the price bid per cubic yard for "Excavation, Single Classification".

ROCK BASE

Work to Be Done:

Under this specification, the contractor shall construct the rock base which is called for by the typical cross-section plans, and the rock base for surfacings on such approach roads and connections to existing roads and streets as the Engineer may designate.

Standard Specification to Apply:

The rock base shall be constructed and paid for in accordance with the standard specification for "Selected Roadbed Topping" given in Section 9 of the standard specification form, except as that specification is supplemented and modified by the provisions which follow.

Material:

The material to be used in the construction of the base shall be hard and durable crushed rock, pit-run gravel, screened gravel or crushed gravel. The material shall be uniformly graded from dust to a maximum size not less than two (2) inches and not greater than three (3) inches. At least thirty (30) per cent of the material shall be retained on a screen having one and one-half (1½) inch circular openings, and not more than thirty (30) per cent or less than fifteen (15) per cent of the material shall be sand and other fines that will pass through a screen having one-quarter (¼) inch square openings. Its content of clay and other earth shall not exceed five (5) per cent.

When subjected to the standard abrasion test, the rock or gravel used shall show an abrasive loss not exceeding seven per cent.

The base materials shall be obtained from such source as the contractor may elect to use, and he shall, himself, acquire the right to take materials therefrom, and shall bear all costs involved.

Subgrade to Be Rolled:

After the subgrade has been shaped to specified cross-section and grade, the subgrade shall be rolled with a ten-ton power roller until thoroughly compacted.

Number of Courses:

The base rock under the cement concrete pavement and curb may be placed in one course.

Blading, Rolling and Sprinkling:

After the base materials have been placed on the subgrade, they shall be bladed, rolled and sprinkled until smooth, properly shaped and thoroughly compacted. If, after compaction, any areas are above or below the proper grade and crown elevations, such areas shall be loosened and after having had additional materials added or excess materials removed, as the case may require, shall be recompacted.

Voids to Be Filled:

In case the grading of the rock or gravel used in the base construction is not such that, after compaction, all voids (except very minute voids) are filled, the contractor shall, at his own expense, make such adjustment in the grading of the materials, or incorporate such suitable filler materials (sand, gravel or screenings) therein, as may be necessary to bring about the filling of all voids except those which are too small to be filled with 10-mesh materials. This result shall be accomplished without any overloading of the materials with fines, and in no case shall more than thirty (30) per cent of the materials used in the base course be material that will pass a screen having one-quarter (¼) inch square openings.

Measurement and Payment:

Payment for the construction of the base will be made at the price bid per cubic yard for "Rock Base", which price shall be understood to include and cover the preparing of the subgrade, the loading, hauling, placing, shaping, sprinkling and compacting of the materials and the performance of all other work involved in the construction of the base as specified.

Measurement of the base materials will be made in the trucks in which the materials are hauled, the measurement to be made at the point of deposit.

PORTLAND CEMENT CONCRETE BASE

Work to Be Done:

Under this specification, the contractor shall construct a base course of Portland cement concrete as a foundation for those portions of the new asphaltic concrete wearing surface required between Stations 204+20.8 and 219+47.2 which do not rest upon the existing pavement.

Standard Specification to Apply:

The concrete base to be constructed under this contract shall be constructed in accordance with the standard specification for "Portland Cement Concrete Pavement" as given in Section 25 of the standard specification form, except as that specification is supplemented and modified by the provisions which follow.

Design and Position:

The concrete base shall be of the design indicated by the typical cross-section plans. The positions which it is to occupy in the new pavement shall also be as those plans indicate.

Preparation of Subgrade:

The subgrade for the concrete base shall be prepared in accordance with the standard specification for "Preparation of Subgrade for Concrete Pavement" (Section 24 of the standard specification form), except as follows:

1. All excavation in connection with the preparation of the subgrade shall be considered a part of the grading work and will be paid for at the price bid per cubic yard for "Excavation, Single Classification".

2. Payment for all work involved in the preparation of subgrade, except the excavation work, shall be understood to be included in the price bid for Portland cement concrete base, and no separate or additional payment will be made for any part of it.

Hand Method of Striking-off and Consolidating Concrete:

The striking-off and consolidating of the concrete by the hand methods described in the standard specification will be acceptable.

Concrete to Be Vibrated:

The concrete used in the concrete base shall be vibrated as it is placed in the same manner as is hereinbefore specified for the vibrating of the concrete used in Portland cement concrete pavement.

Floating and Finishing:

Only such floating and finishing of the surface of the concrete will be required as is necessary to produce a surface which, when tested with a ten-foot straightedge, shows no deviations exceeding three-sixteenths of an inch. Delayed finishing will not be required, but broom finishing as specified in the standard specification will be required to provide a surface to which the asphaltic concrete wearing surface will adhere firmly.

Joints:

All transverse joints in the concrete base shall be expansion joints, the spacing of which shall be as the engineer orders, but not greater than thirty (30) feet. The thickness of the joint filler shall be one-half (½) inch.

Half-inch expansion joint filler shall also be placed around manhole tops, monument boxes, catch inlets, valve boxes, etc.

The joint filler material shall conform with the special provisions given hereinafter under the heading "Joint Filler Material".

Dowel Bars:

To prevent vertical displacement of the slabs of concrete base on either side of expansion joints, dowel bars shall be embedded in the concrete at each joint. The dowel bars shall be furnished, prepared and placed in accordance with the specification for "dowel bars" as hereinafter given under the heading "Portland Cement Concrete Pavement".

Street Intersections:

At street intersections, and elsewhere as ordered by the Engineer, the contractor shall construct the concrete base to such widths, lines, grades and crowns as the Engineer may order, and shall construct therein such longitudinal and transverse joints as the engineer may require.

Measurement and Payment:

Payment for Portland cement concrete base constructed as specified above will be made at the prices bid for the following items:

1. Portland Cement Concrete Base
2. ½-inch Expansion Joints
3. Dowels
4. Tie Bars

PORTLAND CEMENT CONCRETE PAVEMENT

Work to Be Done:

Under this specification, the contractor shall construct Portland Cement concrete pavement as shown on the plans between station 204+60.8 and Station 225+22.5.

Portland cement concrete pavement shall be constructed in eleven foot strips between the present pavement or the new "Base" and the combination curb and gutter; in a thirteen foot strip where combination gutter is omitted and in such strip of variable widths necessary to complete the project as shown on the plans. Intersections are to be constructed as laid out and directed by the Engineer.

Standard Specification to Apply:

The pavement to be constructed under this contract shall be constructed in accordance with the standard specification for "Portland Cement Concrete Pavement" as given in Section 25 of the standard specification form, except as that specification is supplemented and modified by the provisions which follow.

Preparation of Subgrade:

The subgrade for the concrete pavement, which on this project is the rock sub-base constructed as hereinbefore specified, shall be prepared in accordance with the standard specification for "Preparation of

Subgrade for Concrete Pavement" (Section 24 of the standard specification form), except that payment for all work involved in the preparing of the subgrade shall be understood to be included in the price bid for Portland cement concrete pavement, and no separate or additional payment will be made for it.

Cushion Course:

Between the time that the initial shaping and compacting of the subgrade is performed as specified in the standard specification for "Preparation of Subgrade for Concrete Pavement," and the time that the final planing of the subgrade, as specified in the same standard specification, is performed, a cushion course of sand and crushed rock or gravel shall be placed on the subgrade. This cushion course shall be furnished and placed as hereinafter specified under the heading, "Cushion Course."

Side Forms:

If wood side forms are used in the construction of the pavement, their net thickness, after sizing, shall be not less than three and one-quarter (3¼) inches.

Expansion Joints:

The spacing of expansion joints shall be as the engineer orders, but it shall nowhere exceed 90 feet. The thickness of the joint filler shall be three-fourths inch.

The joint filler material shall conform with the special provisions given hereinafter under the heading "Joint Filler Material."

Contraction Joints and Longitudinal Joints:

The grooves to be cut in the pavement for the "dummy" type contraction joints shall be of rectangular cross-section, one-quarter (¼) inch wide by two (2) inches deep. The grooves for the "dummy" type longitudinal joints, if any are used, shall be of rectangular cross-section, one-half (½) inch wide by two (2) inches deep. The exposed corners of the grooves shall be tooled to one-half (½) inch radius.

After the grooves have been cut in the concrete, they shall be filled with a premolded joint filler, the filler being a material which will meet the requirements specified for premolded expansion joint filler in Section 50 of the standard specification form.

Pouring of Joints:

After the pavement has cured, all dirt, dust and other objectionable matter shall be removed from the expansion joints, contraction joints and longitudinal joints, and the spaces at the top of the joints shall be filled with a joint filler consisting of finely ground pumice mixed with hot asphalt. The pumice shall be mixed with asphalt in the volumetric proportion of forty (40) per cent pumice to sixty (60) per cent asphalt. The asphalt shall be of 90-110 penetration. At the time of application, the mixture shall be heated to a temperature at which it will flow freely.

Dowel Bars:

To prevent vertical displacement of the slabs of pavement on either side of expansion joints and contraction joints, dowel bars shall be embedded in the concrete at each expansion joint and at each contraction joint.

The dowel bars shall be 3/4-inch plain round bars, twenty-four (24) inches in length. Their position in the pavement and their spacing shall be as shown on the plans.

Each bar shall be painted its entire length with one (1) coat of red lead paint, the paint being applied either with brushes or by an approved dipping method. The painting shall be done at least three (3) days in advance of placing the bars in the pavement, and care shall be exercised to insure the paint being of proper consistency while being applied. No bar shall be used in the pavement that is not completely and well-coated with a thoroughly dry and hard coat of paint.

The paint used in the painting of the bars shall be of the following formula, the stated percentages being percentages by weight:

Pure red lead pigment, not less than 80 per cent.
Pure linseed oil, not more than 20 per cent.

To the above, an approved drier may be added at a rate not in excess of one-third (1/3) pint per gallon of prepared paint.

The ingredients of the paint shall conform with the following requirements:

1. Red lead pigment shall conform to the requirements of the A. S. T. M. Specifications for red lead (Serial Designation D 83-31, with subsequent amendments and additions thereto) for the "95% grade."
2. Boiled linseed oil shall conform to the requirements of the A. S. T. M. Specifications for boiled linseed oil (Serial Designation D 260-33 with subsequent amendments and additions thereto).

3. Raw linseed oil shall conform to the requirements of the A. S. T. M. Specifications for raw linseed oil (Serial Designation D 234-28, with subsequent amendments and additions thereto).

Immediately before the bars are put in their final position and made ready to have the concrete poured around them, they shall be thoroughly and completely coated with a suitable petroleum oil having a viscosity rating of 50 (S. A. E.).

To allow for anticipated movement at the expansion joints, each prepared dowel bar placed at expansion joints shall be provided with a "slip sleeve" or "dowel socket." This socket shall be a non-collapsible, close-fitting closed end, metal socket of a length not less than four (4) inches or more than six (6) inches. It shall be constructed with a suitable flange, notch, or other form of "stop" which will hold the closed end of the socket away from the end of the bar in such manner that when the concrete is poured around the bar and the socket, the socket will provide a space at least three-fourths of an inch in length into which the bar may slip when expansion takes place in the pavement.

Dowel sockets will not be required on dowels at contraction joints.

The dowel bars shall be held in place while concrete is being placed around them by means of metal dowel bar holders of a type which will definitely prevent any shifting of the bars during the concrete placing operation.

Concrete to Be Compacted by Vibration:

All concrete used in the construction of the pavement shall be compacted by means of a vibratory spade or tamper.

The vibratory spade or tamper shall be of a type approved by the engineer and of a size adequate to give thorough compaction to all concrete placed. Its operating speed shall be not less than 3,500 vibrations per minute.

The vibrator shall be operated in the concrete immediately ahead of the finishing machine and shall be moved through the concrete gradually, from one side form to the other, at such rate and in such manner that all portions of the concrete will receive the same degree of compaction.

At expansion joints and contraction joints, particularly careful manipulation of the vibrator will be required to insure compaction between the dowel bars without causing any displacement of the bars.

Unless otherwise ordered by the engineer, the vibrator shall be kept in operation continuously during all time that concrete is being placed.

Strike-off and Consolidation:

The striking-off and consolidating of the concrete shall be performed by machine methods in the manner specified in the standard specification. The machine shall go over each area of pavement not less than three (3) times, and as many more times, and at such intervals, as the engineer may consider necessary to give the compaction and uniformity of surface desired.

Delayed Finish Required:

The pavement to be constructed under this contract shall be finished by what is called "delayed finish" methods, which methods are as described in the following paragraphs, it being understood that those paragraphs are to supersede and take the place of the provisions which appear in the standard specification under the sub-headings "Transverse Floating," "Straight-edging" and "Final Smoothing and Brooming."

After the concrete has been struck-off and compacted, the coarse aggregate shall be worked down from the surface of the concrete by the use of a "porcupine" roller, operated by one man. This is a light metal roller having projecting prongs so spaced as to accomplish the desired purpose. This roller will be furnished by the State without cost to the contractor.

Immediately following the rolling with the porcupine roller, the surface of the concrete shall be floated smooth and true to grade with long-handled wooden floats operated from the side of the pavement. These floats shall be ten feet long by approximately six inches wide, constructed as indicated by tool designs to be furnished by the engineer. They shall be placed on the concrete with their axes parallel to the highway center line and shall be drawn across the pavement transversely. After the surface has been thoroughly floated in this manner, the grooves for the contraction joints and longitudinal joints shall be cut into the concrete and the premolded joint filler put in place. The surface of the concrete shall then be again thoroughly floated with the long-handled wooden floats, all high areas being floated down and the low areas being built up by the addition of fresh mortar until testing with ten-foot straight-edges shows the surface to be of a smoothness at least equal to that specified for the finished pavement.

When the required longitudinal smoothness is obtained, transverse inequalities and tool marks shall be removed by floating the surface with a board float ten inches in width by three-quarters inch in thickness having a length from two to four feet greater than the width of the surface to be floated. This float shall be placed on the surface with its axis at right angles to the center line of the highway, and it shall be moved lengthwise of the pavement with a slight back and forth motion transversely of the pavement. After having been thus moved over the length of one panel of pavement, the float shall be drawn back over the panel with a continuous forward motion and without any transverse motion. Upon completion of this floating, the surface shall be given a broom finish by drawing suitable light rattan or wire brooms transversely across the pavement with not more than one stroke per width of broom. Following the brooming, the concrete shall be edged and tooled as required.

The preliminary finishing operations described in the foregoing paragraphs are to be performed before the concrete takes its initial set, but, in order that a minimum of settlement and shrinkage may occur after the preliminary finishing, these operations shall be performed no earlier than is necessary to insure their completion before the concrete is too stiff to work properly.

From six to twelve hours after the preliminary finishing is completed, and when the concrete has reached the stage in its setting when it can be scraped without injury, the surface of the concrete shall be scraped with steel-edged scraping floats ten feet in length. These scraping floats shall be constructed in accordance with a design to be furnished by the engineer, and the scraping edge shall be of an approved grade or kind of alloy hardened steel. The floats or scraper shall be placed on the pavement with their axes parallel to the center line of the pavement and shall be drawn across the pavement transversely. The scraping shall extend over the entire surface of the pavement, and shall be continued until all humps, inequalities and irregularities in the surface have been scraped off, and until the surface has a smoothness at least equal to that called for by the specifications. The scrapings of concrete shall be removed from the pavement, and the edges of the panels shall be trued up with an edging tool, if necessary. If required by the engineer, a light spray of water shall be applied immediately following the final scraping to leave the surface with a uniform appearance.

All floats, scrapers and straight-edges used in the work shall be kept in true and perfect alignment and free from warp, twist and other defects. They shall be checked for defects at least twice daily, and all defects found shall be promptly eliminated. The use of badly worn or defective or otherwise unsatisfactory tools will not be permitted. There shall be on the work at all times a sufficient number of each kind of tool to enable each operation to be carried on with maximum effectiveness.

Construction of Pavement in Strips:

Where the width of the pavement is to be twenty-two (22) feet, the pavement shall be constructed in two separate strips, the width of each strip to be eleven (11) feet. Where the width of the pavement is to be other than twenty-two (22) feet, it shall be constructed in strips of such width as the engineer may order, it being understood that no strip is to have a width greater than eighteen (18) feet, and that, in general, the width is to be between 8 and 14 feet. In so far as practicable, the joints between adjoining strips shall be in positions desired for dividing lines between adjoining traffic lanes.

The joints between adjoining strips of pavement shall be considered longitudinal joints and shall conform in all respects with the specifications for contact type longitudinal joints as given on page 80 of the standard specification form.

Payment for whatever extra expense may be involved in the construction of the pavement in strips as above specified (expense of furnishing and placing tie bars excepted) shall be understood to be included and covered in the price bid per square yard for "Portland Cement Concrete Pavement," and no separate or additional payment will be made for it.

Finishing Machine to Have Rubber-faced Wheels:

To prevent chipping of the concrete where the wheels of the finishing machine are in contact with the edge of a previously placed strip of pavement, the wheels (including flanges) of the finishing machine shall be faced with rubber in such manner that no metal portions of the wheels come in contact with the concrete.

Surface Smoothness:

The surface smoothness of the finished pavement shall be such that when tested with a straight-edge ten (10) feet in length placed on the pavement with its center line parallel to the center line of the highway, the maximum deviations of the surface from the edge of the straightedge will nowhere exceed seven-hundredths (0.07) of an inch.

Measurement and Payment:

The basis of measurement and payment for the pavement shall be as stated in the standard specification for "Portland Cement Concrete Pavement" as given in Section 25 of the standard specification form, except that the price bid for "Portland Cement Concrete Pavement" shall be understood to include and cover the cost of preparing the subgrade as well as the other items of work and expense mentioned in the specifications.

~~PORTLAND CEMENT CONCRETE BASE~~

~~Work to Be Done:~~

~~Under this specification, the contractor shall construct a base~~

JOINT FILLER MATERIAL

The premolded joint filler to be used in expansion joints shall be a treated fiber filler conforming with the following requirements:

(a) The joint shall contain at least thirty-five (35) per cent of durable asphaltic compound by weight of the finished product.

(b) The joint shall return to not less than seventy (70) per cent of its original thickness within one (1) hour after compression as follows: A sample of the filler four inches by five inches (4" x 5") shall be compressed at the rate of 0.1 inch per minute to one-half its original thickness, the compression being repeated five (5) times at intervals of from one (1) to two (2) hours.

(c) When compressed as under (b) above, the material shall not lose more of the preservative compound than five (5) per cent of the original weight of the sample.

(d) The total pressure necessary for compression under (b) above shall not exceed one thousand (1,000) pounds per square inch.

(e) The joint shall have an extension of not more than one-quarter (¼) inch when a sample of the finished strip four (4) inches by five (5) inches is confined by a suitable mould on the two long sides and one end and is compressed to one-half its original thickness.

(f) The joint shall not show a deflection from the horizontal of more than one (1) inch when subjected to the distortion test of the American Association of State Highway Officials.

The above described fiber type of joint filler shall not be used in either contraction joints or longitudinal joints.

CUSHION COURSE

General:

The cushion course to be constructed under the concrete pavement as indicated by the plans shall be constructed and paid for in accordance with the provisions which follow.

Lafayette Paving Section No. 22
[illegible] [illegible]

Materials and Number of Courses:

The cushion course shall be constructed in two courses, the thickness of the lower course to be one inch and the thickness of the top course to be one-half inch. The lower course shall be constructed of clean, hard gravel or crushed rock, all of which will pass a screen having one-inch circular openings. This material shall be well graded between the one inch size and dust and shall contain not more than forty (40) per cent or less than twenty (20) per cent of sand or other material which will pass a screen having one-quarter inch square openings. The top course shall be constructed of clean sand, all of which will pass a screen having one-quarter ($\frac{1}{4}$) inch circular openings.

Details of Construction:

After the subgrade has been shaped and compacted as specified in the standard specification for "Preparation of Subgrade for Concrete Pavement," the gravel or crushed rock for the lower course shall be spread upon the subgrade and bladed to the cross-section indicated on the plans. The materials shall then be sprinkled until sufficiently moist to compact well, after which they shall be rolled and bladed until thoroughly compacted, new materials being added as required to finish the cushion course to required grade and crown.

After the gravel or crushed rock is in place and compacted, and after the side forms for the pavement have been set, the sand for the top course of the cushion should be spread over the gravel or crushed rock and smoothed to proper grade and crown by means of properly shaped subgrade templates or strike-off boards riding on the side forms. From that point on the cushion course shall be considered a part of the subgrade and shall be planed, sprinkled, rolled and otherwise manipulated as specified in the standard specification for "Preparation of Subgrade for Concrete Pavement."

Measurement and Payment:

For the furnishing, hauling, spreading, sprinkling, blading and rolling of the gravel or crushed rock used in the construction of the lower course of the cushion, payment will be made at the price bid per cubic yard for "1" - 0" Materials in Cushion Course."

For the furnishing, hauling and spreading of the sand used in the top course of the cushion, payment will be made at the price bid per cubic yard for "$\frac{1}{4}$" - 0" Materials in Cushion Course."

The quantities to be paid for at these prices shall be determined by measurement of the materials in the hauling trucks at the place of deposit on the subgrade.

ASPHALTIC CONCRETE PAVEMENT

(Federal Type Designations - Classes H and I)

Work to Be Done:

Under this specification, the contractor shall construct an asphaltic concrete pavement over the existing bituminous pavement and new Portland cement concrete base on that portion of the project which lies between Stations 205+68.7 and 219+47.2 (between Bridge and Madison Streets). The asphaltic concrete pavement shall be constructed to the cross-sections indicated by the typical cross-section plans.

Standard Specification to Apply:

The asphaltic concrete to be used in pavement construction under this contract shall be furnished, placed and paid for in accordance with the standard specification for "Asphaltic Concrete Pavement" given in Section 23 of the standard specification form, except as that specification is supplemented and qualified by the provisions which follow.

Preparation of Base:

Where asphaltic concrete mixture is to be placed directly on the existing pavement, the area of pavement affected shall be made clean and free of dust, dirt, mud and other objectionable matter. The surface and edges of the old pavement shall be lightly sprayed with hot asphalt.

Where the asphaltic concrete mixture is to be placed directly on new concrete base, the edges and the surface of the new concrete shall be made free of dust, dirt, mud and other objectionable material and shall be lightly sprayed with hot asphalt immediately in advance of the placing of the asphaltic concrete.

Repair of Breaks:

Where breaks have occurred in the existing pavement, the broken pavement shall be removed and a base of Portland cement concrete shall be constructed as specified under "Portland Cement Concrete Base". The removal and disposal of the broken pavement will be paid for as "Pavement Removal".

Building-up Low Areas:

Preparatory to the placing of the asphaltic concrete leveling course, all areas of existing pavement that are more than one inch below the general contour of the pavement shall be built-up to that contour with a course of Class "B" Asphaltic Concrete.

The asphaltic concrete used in building up low areas will be paid for at the price bid per ton for Class "B" Asphaltic Concrete, and payment on that basis shall be understood to comprise full and complete payment for the performance of the work as specified.

Grade Control Forms:

Fixed side forms for grade control shall be provided along both projected edges of the pavement, whether the finishing machine, or the combined spreading and finishing machine, is of a type designed to ride entirely upon two side forms, or is of a type where the side forms carry only the weight and pressure of a reciprocating screed assembly. String or wire lines staked to grade will not be accepted as an equivalent for grade control forms.

The grade control forms shall be set accurately to grade, and unless they are more than three (3) inches in depth, they shall be steel forms. Wood forms may be used provided their depth exceeds three (3) inches and provided they conform fully with the requirements of paragraphs numbers 1 and 2 below.

1. Wood grade control forms shall be made of common structural, or better, joist and plank grade, or of common structural, or better, beam and stringer grade as the circumstances require. Pieces shall not be less than 16 feet long. When set in position, the horizontal dimension shall not be less than four inches (nominal). The face next the pavement and the bottom and top faces shall be surfaced. Wood forms shall rest on the ground and on 2-inch by 3-inch supporting stakes, not less than eight inches long, not more than four feet apart, and shall be secured by side stakes not more than four feet apart driven vertically at intermediate points between the supporting stakes; the side stakes shall be not less than 1½ inches by three inches, and not less than 18 inches long. Wood forms shall be spliced with a section of plank. The joints of wood forms shall be so placed as to provide a gap of one-quarter inch between

the ends of the timbers, and shall rest upon supporting stakes of the size specified above.

2. The top edge of wood grade control forms shall be temporarily faced with steel strips during the passing of the paving machines. The steel strip shall be not less than 5/8-inch by 2½-inches in cross-section and not less than 8 feet long. The strips shall be firmly attached to the tops of the forms and a sufficient number of strips shall be provided to keep the forms faced well ahead of paving operations and prevent delay to the work. The steel strips may be removed after the passing of the paving equipment.

Spreading and Finishing:

Upon arrival at the work, the mixture shall be spread and struck off between fixed grade control forms, or equivalents therefor as hereinbefore provided, exactly conforming to the profile grade or to a predetermined surface parallel thereto. It shall be handled by mechanical spreading and finishing equipment provided with a screed or strike-off assembly, either a combination machine or in multiple units, to distribute it into place either for the entire width or for such partial width lanes as may be practicable, and to strike it off to the transverse crown required. The screed assembly shall be adjustable to give the cross-section shape prescribed and shall be so designed and operated as to leave the pavement course of the weight per square yard required.

All spreading and finishing machines shall have a floating screed or strike-off assembly arranged to ride directly upon or to be controlled as to elevation of strike-off directly by the grade control forms or one of the equivalents hereinbefore permitted. Blade graders shall not be used. If, during construction, it is found that the spreading and finishing equipment in operation leave in the new pavement tracks or indented areas which are not satisfactorily corrected by the scheduled operations or produces other permanent blemishes, the use of such equipment shall be discontinued and other satisfactory spreading and finishing equipment provided by the contractor.

The term "screed" includes any cutting, crowding or other practical action which is effective on the mixture at the workability specified and obtainable, without tearing, shoving or gouging, and which produces a finished surface of the evenness and texture specified.

Maximum Thickness of Lifts:

Where the thickness of any course of the asphaltic concrete is three (3) inches or less, it may be placed in a single lift. Where the thickness is more than three (3) inches, it shall be placed in two or more lifts, no one of which has a thickness greater than three (3) inches.

Proportioning and Mixing:

As the amount of asphaltic concrete required on this project is too small to justify the installation of a proportioning and mixing plant meeting all of the requirements of the standard specifications, the contractor will be permitted to proportion the aggregates by volume and to mix the materials in a drum-type mixer, provided the methods used and the care exercised in the proportioning and mixing operations are such that the results obtained are not inferior to the results ordinarily obtained with equipment conforming fully with the standard requirements.

If the contractor elects to proportion materials by volume, he shall provide means or shall make arrangements, at his own expense, for the weighing of the batches or loads of asphaltic concrete on platform scales tested by and certified to by the State Sealer of Weights and Measures. Pay tonnages shall in no case be computed from volume measurements.

Paving of Connections with Intersecting Roads and Streets:

As a part of the work to be done under this contract the contractor shall construct paved connections between the new pavement and all intersecting paved roads, streets and driveways. This work shall be performed and paid for in the same manner and at the same prices as apply to other work to be done under the contract. Lines, grades and detailed instructions for the work will be furnished by the engineer.

Wearing Surface to Be Cutback Asphalt Mix:

The wearing surface course of the asphaltic concrete pavement to be constructed under this contract is to be an asphaltic concrete in which the bituminous cement is cutback asphalt. This asphaltic concrete shall be furnished and placed as specified hereinafter under the heading "Cutback Asphalt Wearing Surface."

Surface Finish Coat Not Required:

The surface finish coat called for by the standard specification will not be used on this project.

Surface Smoothness:

The surface smoothness of the finished pavement shall be such that when tested with a straight-edge ten (10) feet in length placed on the pavement with its center line parallel to the center line of the highway, the maximum deviations of the surface from the edge of the straightedge will nowhere exceed one-tenth (0.1) of an inch.

Measurement and Payment:

The basis of measurement and payment for the asphaltic concrete pavement shall be as stated in the standard specification.

CUTBACK ASPHALT WEARING SURFACE

(Federal Type Designation - Class H)

General:

The wearing surface course of the asphaltic concrete pavement shall be furnished, placed and paid for as specified in the foregoing special provisions for "Asphaltic Concrete," except as otherwise specified in the provisions which follow.

Bituminous Cement:

The bituminous cement shall be heavy grade cutback asphalt (RC-4) conforming with the requirements stated in Section 46 of the standard specification form.

Proportions of Materials:

The materials of which the wearing surface mixture is composed shall be of such sizes and gradings that, when proportioned and mixed together, they will produce a uniform mixture which, when tested by means of laboratory screen, will conform to the following requirements:

	Percentages
Passing 3/4-inch screen and retained on ¼-inch screen- - - - - - - - - - - - - - - - - -	45 to 55
Passing ¼-inch screen and retained on 10-mesh sieve- - - - - - - - - - - - - - - - - -	30 to 36
Passing 10-mesh sieve and retained on 200-mesh sieve - - - - - - - - - - - - - - - - -	8 to 14
Passing 200-mesh sieve- - - - - - - - - - - - - -	0 to 2
Cutback Asphalt (RC-4)- - - - - - - - - - - - - -	4 to 6

The exact proportions of the several constituents to be used in the production of the bituminous mixture shall, within the limits above specified, be fixed by the Engineer, and the proportions so established shall be changed only upon his order.

All percentages stated in this specification are percentages (by weight) of the complete asphaltic concrete mixture including the weight of the cutback asphalt. Screens for determining the percentages of different sizes of aggregate shall in all cases have square openings.

The aggregate passing the 10-mesh sieve shall meet the following requirements:

	Percentages
Passing 10-mesh sieve and retained on 40-mesh sieve- - - - - - - - - - - - - - - - - - -	42 to 62
Passing 40-mesh sieve and retained on 80-mesh sieve- - - - - - - - - - - - - - - - - - -	10 to 22
Passing 80-mesh sieve and retained on 200-mesh sieve - - - - - - - - - - - - - - - - - -	10 to 22
Passing 200-mesh sieve- - - - - - - - - - - - - - - - -	10 to 22

Temperature Requirements:

Preparatory to the proportioning of the materials, the aggregates shall be heated to a temperature between 150 and 200 degrees, Fahrenheit.

Preparatory to mixing, the cutback asphalt shall be heated to a temperature between 125 and 175 degrees, Fahrenheit.

The asphaltic concrete mixture shall leave the mixing plant at a temperature between 135 and 175 degrees, Fahrenheit, and when deposited on the road it shall have a temperature not less than 125 degrees, Fahrenheit.

Degree of Compaction:

The rolling of the cutback asphalt wearing surface will not be considered completed until the specific gravity of the compacted material is not less than eighty (80) per cent of the specific gravity of the combined aggregate.

Measurement and Payment:

The basis of measurement and payment for the cutback asphalt wearing surface will be as stated in the standard specification for "Asphaltic Concrete." Payment will be made at the price bid per ton for "Cutback Asphalt Wearing Surface."

MISCELLANEOUS PROVISIONS

Maintenance of Traffic:

The contractor shall make such provisions as necessary to allow for continuous conduct of traffic between the limits of this contract without undue delay or inconvenience of the traffic.

Convenience of Residents:

The contractor shall conduct the work with the view of causing a minimum of inconvenience to persons residing along the route of the improvement and shall, insofar as is practicable, provide such persons with convenient means of ingress and egress to and from their properties.

Signs to Be of Standard Designs:

The signs to be furnished and used by the contractor in directing, controlling and safeguarding traffic shall conform with the standard sign designs of the State Highway Department, copies of which sign designs will be furnished the contractor upon request.

The signs may be purchased of the State Highway Department if the contractor so desires.

Sampling and Testing of Cement:

Bidders are hereby notified that the Highway Commission has discontinued the practice of sampling cement at the cement mill or cement warehouse and of testing the same before shipments are made, except in cases where the cement mill or warehouse is located within the State of Oregon. If the mill or warehouse from which the cement is shipped to the job is located outside of the State, the sampling and testing will be done after the cement is delivered to the site of the work.

No cement shall be incorporated in the work until the shipment or lot of which it is a part has been tested and approved by the State Highway Department's testing laboratory.

Preservation of Shrubbery and Other Vegetation:

In the performance of the work to be done under this contract, the contractor shall avoid, as far as practicable, injury to shrubbery, vines, plants, grasses and other vegetation growing on areas outside of the slope limits of excavations and embankments. The dragging, piling and burning of clearing debris, the piling of materials of various kinds, and the performing of other work which may be injurious to vegetation, shall, insofar as is practicable, be confined to areas which carry no vegetation or which will necessarily be covered by embankments or disturbed by excavations.

The provisions of the above paragraph are not to be construed as relieving the contractor of the removal of shrubbery, brush, trees and other vegetation from areas outside of the slope limits of excavations and embankments, when such removal is considered by the engineer to be necessary or desirable, or of the clearing away of dead vegetation, logs, stumps, limbs, sticks and other undesirable matter occurring on areas where live shrubbery, brush, trees and other desirable vegetation are to be left in place.

Adjustment of Pole Lines and Other Facilities:

Such gas lines, telephone lines, power lines, water pipe lines, water meters, hydrants, and other like facilities as must be raised, lowered, moved or reinstalled on account of the construction work to be done under this contract, will be lowered, moved or reinstalled by the owners thereof. The contractor will be required to cooperate with these owners, however, and to coordinate his operations with theirs in the most helpful manner possible. He shall give the owners adequate notice of his needs, and shall allow them reasonable time for the performance of their work.

Adjustment of Sewers and Manholes and Monument Boxes:

Such sewers, manholes and monument boxes as must be raised, lowered, moved or reinstalled on account of the construction work to be done under this contract, shall be raised, lowered, moved or reinstalled by the contractor, the same to be paid for as extra work. The work shall in all cases be performed in accordance with the instructions of the engineer.

Printed Special Provisions Relating to Employment of Labor, Subcontracting, Etc.:

The contractor's attention is directed to the printed special provisions which are bound herewith and which apply particularly to the employment of labor, subcontracting, et cetera. Those special provisions are a part of the special provisions of this contract the same as are typewritten and/or mimeographed special provisions bound herein, and they shall apply with the same force and effect.

Transfer of Labor Used on Previous Projects:

Labor which has been referred by an office of the U. S. Employment Service and accepted for employment on any previous work by the contractor may be employed on the project. The contractor shall have on file copies of the Introduction Cards, Form USES-320, for all such labor so employed.

Employment Agency:

The employment lists from which the labor for this project is to be selected will be prepared by the Oregon State Employment Service at McMinnville.

ESTIMATE

LAFAYETTE PAVING SECTION

WEST SIDE PACIFIC HIGHWAY

June 14, 1937

Item	Unit	Net	Quantities Allowance	Total	Unit Price	Amount
Clearing & Grubbing	All					$ 25.00
Excavation Single Class.	Cu.Yd.	2413	237	2650	$ 0.30	795.00
" Trench	" "	404	46	450	1.00	450.00
Truck Haul	" "Mi.	1102	98	1200	0.20	240.00
Pavement Removal	Sq.Yd.	441	49	490	0.30	147.00
Sidewalk Removal	" "	409	41	450	0.20	90.00
12" Sewer Pipe	Lin.Ft.	980	20	1000	1.00	1000.00
Salvage Culvert Pipe	" "	126	-	126	0.50	63.00
Cover or Match Inlet	Each	1	-	1	3.00	3.00
Standard Catch Inlet	Each	1	-	1	15.00	15.00
Special Catch Basins	"	4	-	4	40.00	160.00
Portland Cement Driveways	Sq.Yd.	237	13	250	2.00	500.00
Combination Curb & Gutter	Lin.Ft.	3290	60	3350	0.90	3015.00
or	Cu.Yd.	(208	4	212	15.00)	-
5" Cement Concrete Base	Sq.Yd.	763	7	770	1.35	1039.50
7" " " Pavement	" "	5537	63	5600	1.60	8960.00
3/4" Expansion Joint	Lin.Ft.	594	56	650	0.15	97.50
½" " "	" "	3415	35	3450	0.10	345.00
Contraction Joint	" "	3184	116	3300	0.04	132.00
Dowels (664 with sleeves)	Each	3211	89	3300	0.15	495.00
Tie Bars	Lbs.	4914	486	5400	0.05	270.00
3"-0 Base Crushed Rock	Cu.Yd.	930	20	950	1.30	1235.00
1"-0 Cushion " "	" "	211	39	250	1.80	450.00
¼"-0 " Sand	" "	106	14	120	1.80	216.00
Class B. Asphaltic Concrete	Tons	185	15	200	6.50	1300.00
Cut Back Wearing Surface	"	144	16	160	6.50	1040.00
						$22,083.00
			10% Engineering and Contingencies			2,207.00
				TOTAL		$24,290.00

1M 12-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

179 B

RECEIVED
FEB 13 1937
FOR FILING

Const
Projects
Municipal

January 25, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. H. G. Smith.

Dear Sir:

The attached estimate of cost of paving through Lafayette is submitted superseding the estimate previously made by this office.

The revised estimate is based upon a 46-foot paved surface (15-foot strips alongside the present 16-foot pavement) with curbs. At intersections the pavement is considered to be widened to property lines to meet future 40-foot pavement on side streets.

A 3-inch course of subbase rock, 3" - 0"; a 1-inch course of base rock, 1" - 0"; and a 1/2-inch sand cushion have been provided.

A system of storm sewers has been added to provide for drainage.

Yours very truly,

NOTE!

F. D. EASON,
Division Engineer.

MNA:AM
cc R. H. Baldock

Lafayette Paving
Washington to Jackson Streets

ESTIMATE

Item	Unit	Net	Allowance	Total	Unit Price	Amount
Excavation, Single Class	Cu. yds.	2,740	260	3,000	$ 0.35	$ 1,050.00
Trench Excavation	" "	659	41	700	1.00	700.00
Extra for Install. under Pavement	Lin. ft.	112	18	130	0.50	65.00
12-inch Sewer Pipe	" "	1,222	28	1,250	1.00	1,250.00
15-inch Sewer Pipe	" "	1,150	50	1,200	1.25	1,500.00
Catch Inlets	Each	7	—	7	12.00	84.00
Catch Basins	"	7	—	7	15.00	105.00
3" - 0 Subbase Rock	Cu. yds.	750	50	800	2.00	1,600.00
1" - 0 Base Rock	" "	250	25	275	2.00	550.00
Sand Cushion	" "	150	—	150	1.50	225.00
Cement Concrete Curbs	Lin. ft.	3,778	22	3,800	0.60	2,280.00
Cement Concrete Pavement	Sq. yds.	7,800	—	7,800	1.85	14,430.00
1/2" Expansion Joint	Lin. ft.	3,778	22	3,800	0.15	570.00
3/4 " "	" "	1,920	30	1,950	0.18	351.00
1/2" Contraction Joint	" "	3,120	80	3,200	0.05	160.00
3/4 Dowell	Each	3,264	236	3,300	0.15	495.00
						$25,415.00
		10% Engineering & Contingencies				2,545.00
						$27,960.00

CONTRACT# [redacted] 1996, 2003

FA & FAGH-58 South Yamhill River Sec., 1937
Pacific Hwy. West

1996, 2003 [redacted]

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OCT 23 1939
FOR FIL

#1026

FAGH 58

September 6, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Your attention is directed to the provisions of General Administrative Memorandum No. 80, dated June 10, 1937, requiring submission of form Emp. 38-A for railroad and utility force account work.

We now have final vouchers in this office for Oregon Federal Aid Grade Crossing projects FAGH 58, the Whitaker underpass, and FAGH 130-D (OH), the Union Avenue overcrossing in Portland, for which it will be necessary to submit the forms. They will be typed in this office, but it will be necessary for you to furnish the information regarding hours and wages. A single copy of the form, with the lower part filled in with pencil, will be satisfactory, and is probably the most convenient way to furnish the data.

Will you please send us the information for the projects mentioned, and any others involving railroad or utility force account work.

Very truly yours,

W. H. LYNCH,
District Engineer

Encl.

#1996

RECEIVED
JAN 20 1939
FOR FILING

58

January 20, 1939

Maryland Casualty Company,
Hanson & Rowland, Inc. Agents,
Washington Building,
Tacoma, Washington.

Gentlemen:

You are hereby notified that State Highway Contract No. 1996, for the construction of a bridge over the South Fork of Yamhill River, piers for Southern Pacific Company underpass, and 0.65 mile of highway roadbed, on the Pacific Highway West in Yamhill County, has been completed by the contractors, Mountain States Construction Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after January 30, 1939.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $162,857.15, including the final payment. Of this amount $841.88 was for force account work.

Verybtruly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#1996

RECEIVED
DEC 2 1938
FOR FILING

Mtg # 58

December 1, 1938

Maryland Casualty Company,
Hansen & Rowland, Inc. Agents,
Washington Building,
Tacoma, Washington.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Mountain States Construction Company on Contract No. 1996, for the construction of a bridge over the South Fork of Yamhill River on the Pacific Highway West in Yamhill County. This payment will be made on or after December 10, 1938.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

5-A-1 10M 8-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

November 3rd, 1938

IN REPLY PLEASE REFER TO FILE NO.

58

Mountain States Construction Co.
Eugene, Oregon

Attention: Mr. Fred H. Lindsay.

Dear Sir:

I have discussed your claim for placing rip rap on the South Yamhill River Section, Contract #1996, with Mr. Baldock, and he could find no grounds for any additional payment. The rip rap seems to have been performed in accordance with the standard specifications as outlined in Section 36. This calls for hand-placing and the chinking of the interstices between the larger stones with spalls and finer rock of smaller size. The job was well done, but nothing was required beyond the specification requirements.

The work of breaking up and placing the old pavement is also very carefully covered in the specifications.

It is not considered that the amount of rip rap had any bearing on the matter since it was bid at a unit price, and rip rap is one of the indefinite items of the contract upon which a considerable variation is expected. The combined amount of pavement removal and rip rap was somewhat less that that called for in the specifications.

It will be necessary, therefore, to deny your request for additional compensation.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

te Highway Engineer
NOTED

RECEIVED
OCT 21 1938
FOR FILING

Fagh 58

October 19, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to the inquiry contained in your letter of October 11, 1938, concerning the final voucher for the Whiteson Undercrossing, Project No. FAGH 58.

Please be advised that final payment to the contractor has not been made and it is necessary to delay preparation of the final Federal Aid voucher until this has been done, which will probably be in the next two or three weeks.

With reference to the Southern Pacific Company's inquiry to your Washington office concerning their bill of $959.43 for work performed by them on this project, please be advised that it is the policy of this department to retain 10% of a utility company's claims until a check of their accounts has been made by your auditors. The bill in question represents approximately 10% of the work performed by the railroad company, and, accordingly, it will be necessary to delay payment for it until your audit has been made and the eligible items of the railroad company's claims are definitely known.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
13 1938
OREGON
STATE HIGHWAY COMMISSION

October 11, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The Southern Pacific Company has written to our Washington Office to the effect that it has outstanding a bill in the amount of $959.43 covering expenditures incurred in construction of the Whiteson underpass, Oregon Federal Aid Grade Crossing project FAGH 58. The company desires information as to the approximate date final settlement of the bill may be expected.

Will you please advise us promptly as to the present status of the final voucher for the project, and whether it will be ready for audit at the time our auditors are to be in Salem early next week.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

FORM B-E-1 2M 12-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

58

October 18, 1938

Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

The Mountain States Construction Company, contractors for the South Yamhill River Section of the West Side Pacific Highway in Yamhill County, Contract No. 1996, request an extension of time up to and including July 27, 1938, on this project. The contract completion time was February 28, 1938 and this extension covers 149 days. The overrun was occasioned by our order to postpone paving until the spring of 1938 and by additional embankment and riprap required. I would recommend that the extension be granted without penalty to the contractor.

The consent of the bonding company to the extension and the concurrence of the Bureau of Public Roads in this recommendation is attached hereto.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP CE
cc H. B. Glaisyer ✓

NOTED
H GLAISYER

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

RECEIVED
OCT 13 1938
FOR FILING
52

October 8, 1938

IN REPLY PLEASE
REFER TO FILE NO.
36-1108

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. H. G. Smith.

Dear Sir:

Attached hereto is a letter from the Mountain States Construction Company, with details covering a claim on the riprap construction item on their South Yamhill River Bridge contract No. 1996.

Mr. Lindsay states that the allowance under this contract item totals only $2,250.00, whereas his actual costs were $3,368.00. Before this work was undertaken, it was understood by everybody that the contract price for this item was exceedingly low, as likewise was the price for pavement removal, which included placement as riprap.

The riprap was performed in accordance with the standard specifications as outlined in Section 38. This calls for hand-placing and the chinking of the interstices between the larger stones with spalls and finer rock of smaller size. The job was well done, but nothing was required of the contractor beyond the specification requirements.

It is likely, I think, that the contractor probably lost more money on the placement of the old pavement on the slopes in accordance with the specifications, which was included in the pavement removal price. However, since these were his bid prices and the work was done strictly in accordance with the specifications, I can not see how we can make any adjustment.

The original and final quantities for pavement removal and riprap items on this contract were as follows:

	Original	Final
Pavement Removal	4,100	3,163
Riprap	1,000	1,500
	5,100	4,663

The matter is being referred to you for disposition.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc R. H. Baldock
G. S. Paxson

RECEIVED

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

September 28, 1938

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
Office.

NOTED

Attention: Mr. W. A. Reeves.

Dear Sir:

Replying to your letter of September 28th, requesting further information and explanation of allowances on the final estimate for grading work on the South Yamhill River contract No. 1996:

It was the intent in supplying the additional borrow pits close to the sinking fill to provide areas that could be measured in place for the material that would be borrowed and placed in the section of embankment that was settling and could not be measured as embankment in place. All of the material from the borrow between Stations 129 and 133 that was placed in the settling portion of the fill was measured as borrow in place without haul, under our agreement with the contractor. The major portion of the material from one of these pits was used in the fill where embankment in place could be measured and allowed as per our contract.

Likewise, the 3,730 yards that were taken from the channel widening borrow pit were placed in the settling fill and had to be measured in excavation, in order to allow the contractor for the material that he actually moved. In other words, we allowed embankment in place measurement as provided by the contract on all that portion of the embankment from the north end of the bridge to Station 129+25. All the borrow material from Station 129+25 north that was required to complete the fill which was showing settlement was measured in excavation. Before these borrow pits were provided close to the settling fill as per our agreement with the contractor, he was allowed to take some material from the river widening borrow pit to use in the settling fill. This material was measured in excavation with haul allowed.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc R. H. Baldock
B. O. Johnson

RECEIVED
SEP 16 1938
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE REFER TO FILE NO. No. 8

FA 58
58-A

September 14, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon F.A.P. 58-A, McMinnville-Amity section, was made by a representative of this office on August 10, 1938. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Jim

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
SEP 1
FOR FILING

7a, 7ag #
58

August 31, 1938

36-1108

Mr. R. H. Baldock,
State Highway Engineer,
Offices.

Attention: Mr. H. G. Smith.

Dear Sir:

There is attached hereto the engineer's explanation of overruns and underruns exceeding 10 per cent of the preliminary estimate on the South Yamhill River Project.

Yours very truly,

F. D. EASON,
Division Engineer.

By

G. W. ROSS,
Office Engineer.

GWP:AM
cc R. H. Baldock
S. H. Probert
J. W. Nash

H. G. Smith

Form [illegible]

EGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

FA + FAGH 53

For Week Ending August 27, 1938

Section South Yamhill River

Kind of work Grading Paving, Bridges.

Highway Pacific West

Section prefix 36-1108

Contractor Mountain States Constr. Co.

Contract number 1996

Date of contract July 8, 1937

Date of completion July 27, 1938

Date work started July 10, 1937

Estimated date of completion ______, 193__

Amount of contract $ 158,131

Per cent of time elapsed ______%

Estimated cost of completed project, exclusive of engineering $ 177,00.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 8974.00, 5.61 %

Date project was completed ______, 193__

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Completed final records Thursday and delivered them to Division office on Friday.

Thursday and Friday party ran levels and traverse tying in new bench mark tablets on bridge to established U.S. B.M.s

Scofield and Pratt completed mass and distribution on Wednesday. Thursday and Friday Scofield worked on construction map and completedit.

Received two force account bills from Mountain State s Constr. Co on Tuesday but they were returned to Eugene for correction.

NOTED
State Highway Engineer

RECEIVED
AUG 30 1938
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

AUG 30 1938

Signed

Address Mc Minnville

NOTED
VAN SCOY
9/3

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

Form [illegible]

GON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

FA, FAGH 58

For Week Ending August 20, 193

Section South Yamhill River

Kind of work Grading Surfacing, Pavement.

Highway Pacific West

Section prefix 36- 1108

Contractor Mountain States Constr. Co.

Contract number 1296

Date of contract July 8, 1937, 193

Date of completion , 193

Date work started July 10, 1937, 193

Estimated date of completion , 193

Amount of contract $158,131.00

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $177,000.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 8550.00, 5.41 %

Date project was completed July 27, 1938, 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Scofield and Pratt worked all week on mass diagrams but did not complete the work Will require approx. two more days to complete distribution and transfer to profile.

Mr Lindsay brought in some force account bills on Saturday.

RECEIVED
AUG 22 1938
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

Signed

Address McMinnville, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

-#1496-

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINCUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

-#1496-

(8)

FORM 2-B-1 10 6-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
OCT 28 1938
~~FOR FILING~~
58

August 5, 1938

Mr. H. B. Glaisyer
Secretary
Office

Dear Sir:

Mountain States Construction Company completed their work on Contract No. 1996, Whiteson Bridge and Subway, on July 27, 1938.

Please secure authority from the Commission to pay the final estimate on this job.

Very truly yours,

G. S. Paxson
Bridge Engineer

By

W. A. Reeves
Office Engineer

CM

APPROVED BY HIGHWAY COMMISSION
DATE October 28, 1938
HBGlaisyer
Secretary

RECEIVED
JUL 19 1938
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE REFER TO FILE NO. Fagh #58

July 18, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FAGH 58, Whiteson undercrossing, was made by a representative of this office on June 10, 1938.

Three copies of the agreement with the railroad company for the construction of this project should be forwarded this office with or prior to the final voucher, prompt submission of which will be appreciated.

Yours very truly,

W. H. LYNCH
District Engineer

By T. M. Davis
T. M. Davis
Highway Engineer

FAT-FAGH 68

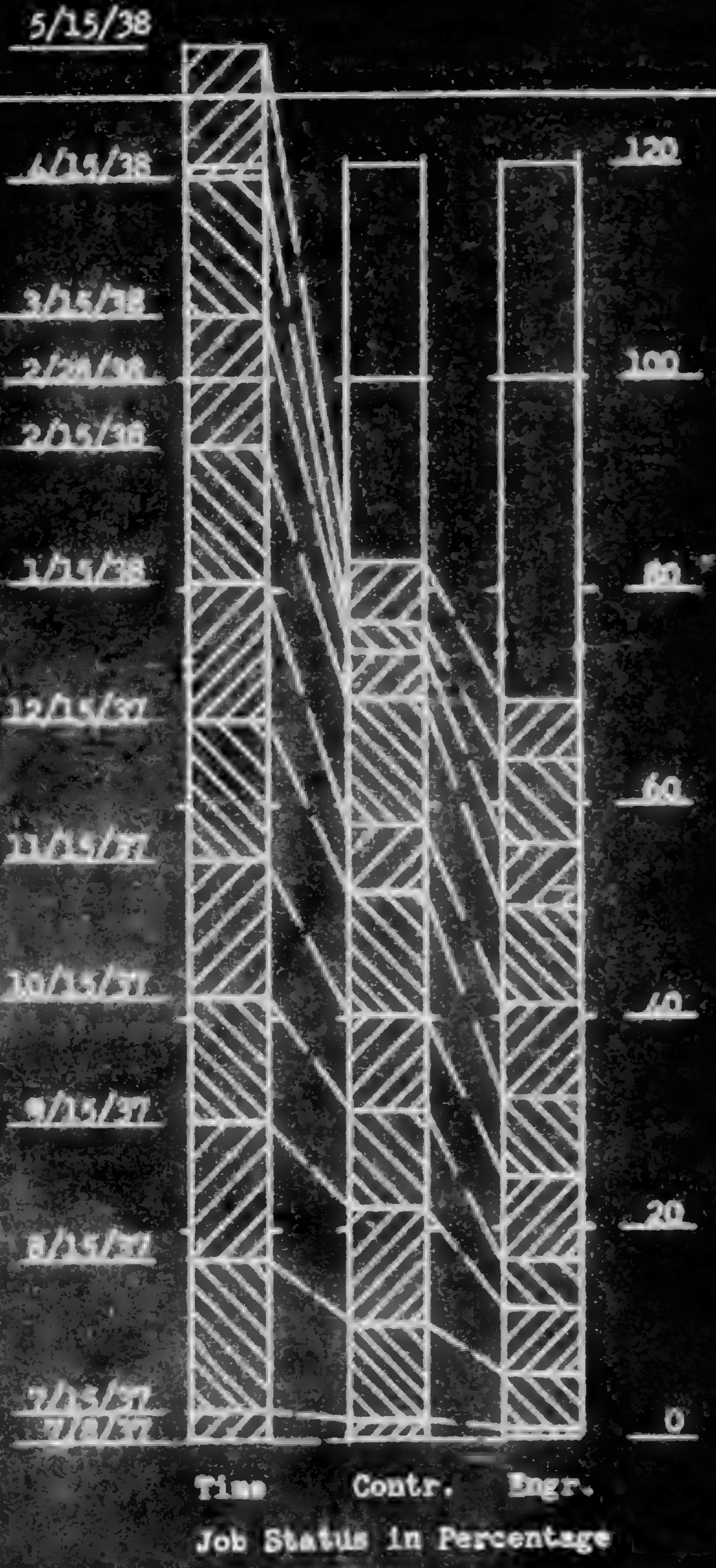
[illegible]

FAGH 58 + FA 58

PROJECT South Yamhill River Section
DESCRIPTION 1213' Structure, Overcrossing Structure, 0.85 Mi. roadway
CONTRACTOR Mountain States Construction Co.
RESIDENT ENGINEER H. M. Peel
CONTRACT AMOUNT $156,131.00 Engr. $10,250.00
DATE OF CONTRACT July 8, 1937
WORK BEGUN July 10, 1937
COMPLETION DATE February 28, 1938
DATE COMPLETED
JOB 2431 CONTRACT 1936 F.A.P. FAGH 58 and FA 58

CONSTRUCTION DATA

Contractor's Estimate				Engineering		To Complete	
No.	Date	Amount	To Date	Amount	To Date	Contract	Engr.
1	7/15/37	1,300.00	1,300.00	145.00	145.00	154,831.00	10,105.00
2	8/15/37	9,652.36	10,952.36	445.00	590.00	141,138.64	9,660.00
3	9/15/37	14,078.68	25,031.04	660.00	1,250.00	123,052.56	9,000.00
4	10/15/37	25,011.79	50,042.83	525.00	1,775.00	108,048.17	8,475.00
5	11/15/37	13,852.57	63,895.40	841.95	2,616.95	94,195.60	7,633.05
6	12/15/37	18,164.58	82,059.98	715.92	3,332.87	76,031.02	6,917.13
7	1/15/38	9,585.70	91,645.68	892.84	4,225.71	66,445.32	6,024.29
8	2/15/38	18,474.12	110,119.80	893.48	5,119.19	47,971.20	5,130.81
9	3/15/38	6,923.30	117,043.10	696.00	5,815.82	41,043.00	4,434.18
10	4/15/38	4,863.00	121,906.10	686.93	6,502.75	36,184.90	3,747.25
11	5/15/38	10,074.33	132,980.43	688.50	7,191.30	29,036.85	3,058.70



Job Status in Percentage

58

C
O
P
Y

June 17th, 1938

Mr. F. D. Eason
Division Engineer
C I T Y

Dear Sir:

58 194-C

You may open the Whiteson Bridge and Astoria pavements after fourteen days if the cylinders have passed the requisite strength tests.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By
H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

S-S-A-1 10M 11-37
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
JUN 9 1938
FOR FILING

58

June 7,1938.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. B. C. Johnson,
Resident Engineer,
McMinnville, Ore.

Dear Sir:

Mr. Paxson wishes to conduct some light reflection tests on the Yamhill River Section to test the effect of the new type brooming which we used. Please notify him by letter so that he may test a section 800' long if possible two days before traffic is routed over the pavement.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

NOTED
State Highway Engineer

Dictated by
Ray Webber
H
CC to
R.H.Baldock ✓
C. S. Paxson

F.D.Mason

#1996

RECEIVED
[illegible] MAY 5 1938
FOR FILING

58

May 4, 1938

PORTLAND BOLT & MANUFACTURING COMPANY
930 N. W. 14th Avenue
Portland, Oregon

Gentlemen:

We wish to acknowledge receipt of your letter of May 2, 1938, advising that you have been paid in full by the Mountain States Construction Company for the material furnished them by you in connection with State Highway Contract No. 1996, construction of a steel bridge over the south fork of the Yamhill River. We have today notified the surety of this settlement.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

May 4, 1938

MARYLAND CASUALTY COMPANY
Hanson & Rowland, Agents
Washington Building
Tacoma, Washington

Gentlemen:

We are advised by Portland Bolt & Manufacturing Company that they have received payment in full from the Mountain States Construction Company for the material furnished them by this company in connection with the construction of a steel bridge over the south fork of the Yamhill River, State Highway Contract No. 1996. Since you are the sureties under this contract, we are advising you of this settlement.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

cc - Mountain States Construction Company

#1996

BROADWAY 5488

THE PORTLAND BOLT & MFG. CO.

930 N.W. 14TH AVENUE
PORTLAND, OREGON

RECEIVED
MAY 3 - 1938
OREGON
STATE HIGHWAY COMMISSION

May 2, 1938.

Oregon State Highway Commission,
Salem, Ore.

Gentlemen: Attention H.B.Glaisyer, Secretary

Referring to your letter of the 23d ult., regarding the bridge over the South Fork of Yamhill River near Whiteson, we are pleased to advise that we have received payment in full from the Mountain States Construction Company for the material which we furnished them for this structure.

Yours very truly,
PORTLAND BOLT & MFG. CO.,
By D.B.Cooney

prepare customary letters

APR 26 1938
FOR FILING
#58

April 25, 1938

The Portland Bolt & Manufacturing Co.,
930 N. W. 14th Avenue,
Portland, Oregon.

Attention: D. B. Cooney.

Gentlemen:

Reference is made to your letter of April 21st which was addressed to the Secretary of State concerning the Mountain States Construction Company, Contract No. 1996, Bridge over the South Fork of Yamhill River in Yamhill County near Whiteson, which has been referred to this department for reply.

You are advised that this contract was approximately 74% complete on March 15th. It is estimated that the work will be completed the latter part of next month.

Very truly yours,
STATE HIGHWAY COMMISSION
By
Secretary.

Dict. by J. McFarland.

BROADWAY 5488

THE PORTLAND BOLT & MFG. CO.

930 N.W. 14TH AVENUE
PORTLAND, OREGON

RECEIVED
[illegible] 38
[illegible] COMMISSION

April 21, 1938.

Secretary of State,
State of Oregon,
Salem, Ore.

Dear Sir:

Please advise whether the Whiteson Bridge #2434, Yamhill County, built by the Mountain States Construction Company, Fred Lindsay, of Eugene, Ore., for the Highway Commission, has been accepted by the Commission, and if so, the date of acceptance.

We furnished the contractor the bolts, washers, etc., for this structure, and would be glad to have your early advices.

Thanking you for this information, we remain

Yours very truly,

PORTLAND BOLT & MFG. CO.,

By D B Cooney

Respectfully referred to State Highway Commission

STATE DEPARTMENT

7470

SECRETARY OF STATE
RECEIVED
APR 22 1938
EARL SNELL

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon F.A.P. 58
South Yamhill River section

January 20, 1938

58

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the modified project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

Encls.

5/4pr 32870

3

gon Federal Aid Project No. 58

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on May 9, 1922, by the State Highway Commission of Oregon, and on June 1, 1922, by the Acting Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Oregon Federal Aid Project No. 58; and

WHEREAS, the plans and specifications previously approved for said project provided for the construction of 5.0 miles of Portland cement concrete roadway, in Yamhill County, for which the estimate approved was $126,772.47, and $77,504.54 Federal funds were set aside to the credit of said project; and

WHEREAS, the construction of said project in accordance with the plans and specifications previously approved has been completed, finally inspected, and accepted, at a total cost of $118,865.39, and voucher in the sum of $72,400.02 has been passed for payment as the share of the Federal Government on said project; and

WHEREAS, the said State Highway Commission now requests a reopening of said project and a revision of the plans, specifications and estimate approved therefor to provide for reconstruction on improved alignment of the portion of the project between survey stations 112 and 169, eliminating a former exception within these limits and thereby increasing the length of the project from 5.0 miles to 5.201 miles, at an estimated cost of $166,629.00; and by reason thereof has requested that the estimate of cost approved for said project be increased from the previous actual cost of $118,865.39 to $285,494.39, and that the Federal funds approved and set aside to the credit of said project be increased from the previous actual payment of $72,400.02 to $174,050.02;

NOW, THEREFORE, It is hereby mutually agreed by and between the said State Highway Commission and the Secretary of Agriculture, that the plans, specifications and estimate approved for said project be revised in the manner above indicated, and that the said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimate and the sum of one hundred seventy-four thousand, fifty and 2/100 dollars ($174,050.02) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof;"

Clause (a) of Article I shall read:

> "(a) By the State from Chapter 175, Laws of 1917, and Chapter 31, Laws of 1920."

Article II shall read:

> "Article II. This agreement covers the following road as described in detail in said surveys, plans and specifications:
>
> "Between survey station 0+00 in the NW 1/4 of Sec. 29, T. 4 S., R. 4 W., W.M., and survey station 277+03.7 at the north city limits of Amity, length 5.201 miles, in Yamhill County, being Oregon Federal Aid Project No. 58, consisting of 4.972 miles of roadway and one bridge of more than 20 feet clear span, 0.229 of a mile in length."

MAY 2 1938

Paragraph (a) of Article III shall read:

> "(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost."

Paragraphs (b) and (c) of Article III shall be and are hereby stricken out.

Article IV shall read:

> "Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of said project shall not in any event exceed the sum of one hundred seventy-four thousand, fifty and 2/100 dollars ($174,050.02), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of two hundred eighty-five thousand, four hundred ninety-four and 39/100 dollars ($285,494.39), the approved total estimated cost of said project."

The second paragraph of Article V shall be and is hereby stricken out.

Article VI shall read:

> "Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927.
>
> "The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth surfaced highway."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the Oregon State Highway Commission on the 22nd day of October, 1937, and the Secretary of Agriculture on the 10th day of January, 1938.

OREGON STATE HIGHWAY COMMISSION

By Henry F. Cabell
Chairman, State Highway Commission

By
Member, State Highway Commission

By F. L. TouVelle
Member, State Highway Commission

SECRETARY OF AGRICULTURE,

By H. J. O'Leary
Acting Chief, Bureau of Public Roads.

Oregon Federal Aid Project No. 58

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Project No. 58, State of Oregon.

Second. That in accordance with said provisions I have approved the sum of $ 285,494.39 in lieu of the previous actual payment of $72,400.02 as the total estimated cost of said project, and the sum of $ 174,050.02/ as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 10th day of January one thousand nine hundred and thirty-eight

Secretary of Agriculture,

By
Acting Chief, Bureau of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE 8—[illegible]

#2-003

RECEIVED
JAN 13 1938
FOR FILING
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January 11, 1938

Glens Falls Indemnity Company,
Jewett, Barton, Leavy & Kern, Agents,
Lewis Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2003 for the furnishing of the structural steel for the Whiteson Subway on the Pacific Highway West in Yamhill County, has been completed by the contractors, Minneapolis-Moline Power Implement Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after January 21, 1938.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $4,226.75, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#2113

FORM 2-E-1 4M 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

51

January 5, 1937

Mr. H. B. Glaisyer

Office

Dear Sir: ✓

For your information Minneapolis-Moline Power Implement Company have completed their work on contract No. 2003. Will you please secure authority from the Commission to pay the final estimate on this job. [illegible] ed Dec 25

Very truly yours,

G. S. Paxson
Bridge Engineer

By W A Reeves
W. A. Reeves
Office Engineer

CAG DEB
cc W. A. Reeves

See Paxson re date

1/7/38
H B Glaisyer

58 RECEIVED
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FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon FAGH 58
Whiteson Bridge

December 23, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Encls.

Jon

Aypr32669

Form P. R. 2

State Oregon

Federal Aid Grade Crossing Project No. FAGH 50

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 1st day of November, 1937

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly Section 8 of the Act approved June 16, 1936, 49 Stat. 1521 (Public No. 686, 74th Congress).

Whereas the Highway Department of said State submitted on the 22d day of November, 1921, a project statement, which was approved by the Secretary on the 8th day of April, 1922, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for [redacted] said project which were recommended for approval by the United States District Engineer on the 23d day of June, 1937; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of twenty-one thousand, six hundred eighteen and 00/100 dollars ($21,618.00) as the share of the United States payable under said act on account of [redacted] said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—8818

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State Chap. 175, laws 1917; Chap. 31, laws 1920 (Include date and citation of act of legislature by which authorized)

(*b*) From other sources under Section 8 of the Act approved June 16, 1936, 49 Stat.1521 (Public No. 686, 74th Congress).
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

At survey station 153+46.45 in the NE 1/4 of Section 5, T. 5 S., R. 4 W., W. M.

, length 0.000 miles, in Yamhill County, being Oregon Federal Aid Grade Crossing project No. FAGH 58, consisting of one underpass structure.

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of [redacted] said project shall not in any event exceed the sum of twenty-one thousand, six hundred eighteen and 00/100 dollars ($21,618.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of twenty-two thousand, two hundred sixty-seven and 00/100 dollars ($22,267.00), the approved total estimated cost of [redacted] said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, laws 1927.

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 10th day of Dec, 1937

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By F L Louvelle
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

SECRETARY OF AGRICULTURE,

By
Acting Chief, Bureau of Public Roads.

8—5518

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Grade Crossing Project No. FAGH 58 State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $22,267.00 as the total estimated cost of said project, and the sum of $21,618.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 10th day of December one thousand nine hundred and Thirty-seven

SECRETARY OF AGRICULTURE,

By O'Leary
Acting Chief, Bureau of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE 8—[illegible]

FORM 5-E-1 4M 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

58

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

NOTED

December 17, 1937

Mountain States Construction Company
1644 Washington Street
Eugene, Oregon

Re: South Yamhill River Section
FAGH-58 and FA-58

Gentlemen:

Weather conditions are such that it is not advisable to place any concrete pavement or to do the grading at the south end of the project which would interfere with the present travelled roadway during the winter months. You are therefore directed to discontinue any work on the above mentioned items until further instructions from this office. The date upon which operations may be resumed on these items will depend upon weather conditions in the spring. An extension of time sufficient to compensate for delays occasioned by this order will be recommended to the Highway Commission for approval.

It is our understanding that you are agreeable to this suspension of work and that no claim for additional compensation will be entered by you because of such suspension of work.

Very truly yours,

R. H. Baldock
State Highway Engineer

By G S Paxson
G. S. Paxson
Bridge Engineer

GSP DK
cc F. D. Bacon
R. H. Baldock
H. G. Smith
Bureau of Public Roads

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
[illegible] BUILDING
PORTLAND, OREGON

(Stencil #28)

RECEIVED
OCT 18 1937
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE
REFER TO FILE NO. Oregon F.A.P. 58
South Yamhill River section
Pacific Highway West

October 16, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Jm

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STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

(Stencil #28)

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon FAGH 58
Whiteson Undercrossing
Pacific Highway West

October 15, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

RECEIVED
SEP 28 1937
FOR FILING

58

September 28, 1937

MINNEAPOLIS-MOLINE POWER IMPLEMENT COMPANY
933 Chapman Building
Los Angeles, California

Gentlemen:

We are forwarding to you today by express a fully executed copy of contract No. 2003 which was awarded to you on August 12, 1937, for furnishing structural steel for the Whiteson Subway in the South Yamhill River Section of the Pacific Highway West, in Yamhill County.

This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MEL

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STATE HIGHWAY

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MINNEAPOLIS STEEL AND MACHINERY DIVISION
OF
MINNEAPOLIS-MOLINE POWER IMPLEMENT COMPANY
STRUCTURAL STEEL AND PLATE WORK
MINNEAPOLIS, MINNESOTA
M. H. HANAUER
MANAGER, LOS ANGELES BRANCH

BRANCH OFFICES:
LOS ANGELES, CAL
GREAT FALLS, MONT.
SALT LAKE CITY, UTAH
DENVER, COLO.
SAN FRANCISCO, CAL.

PLEASE REFER YOUR REPLY
TO 933 Chapman Bldg.

933 CHAPMAN BUILDING
LOS ANGELES, CALIFORNIA

September 27th, 1937.

Oregon State Highway Commission,
Room 322, State Office Building,
Salem, Oregon.

Gentlemen:

Attention: Mr. H. B. Glaisyer, Secretary.

Re: Whiteson Subway Bridge, Portland, Ore.

On September 7th we forwarded, in quadruplicate, contracts covering the furnishing of structural steel for the Whiteson Subway Bridge structure in Portland, Oregon, but at this date we have not been favored with our signed copy of same.

This letter is written in case we have been overlooked regarding our copy of the contract.

Yours very truly,

MINNEAPOLIS-MOLINE POWER IMPLEMENT COMPANY

By MHHanauer

MHH*JO
O#A77056

RECEIVED
SEP 16 1937
FOR FILING
58

September 15, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the Whiteson Undercrossing, Project No. FAGH 58.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Aid Grade Crossing
Project No. FAGM 58

WHITESON UNDERCROSSING ON THE
PACIFIC HIGHWAY WEST IN YAMHILL COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 7, 1937

Contract No. 1996

90	cu. yds.	Subway Excavation	$ 2.00	$ 180.00
10	cu. yds.	Subway Excavation Below Plans	2.00	20.00
70	each	Driving Subway Piling	12.00	840.00
270	cu. yds.	Class "B" Concrete	18.00	4,860.00
25	cu. yds.	Class "A" Concrete	18.00	450.00
6,000	lbs.	Metal Reinforcement	0.05	300.00
				$ 6,650.00

Structural Steel for Underpass Structure (Contract No. 2003)

80,000	lbs.	Structural Steel	0.0587	$ 4,696.00

Work to be performed by R.R. Co. Forces

All Required	Undercrossing Structure and Maint. Railway Traffic, etc.	$ 8,307.00
	Subtotal	$ 19,653
	10% Engr. & Cont.	1,965
	Total	$ 21,618

Length of Underpass Structure 0.009 miles
(Not included in length of project)

FAGM Funds Requested- $ 21,618

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

NON-PARTICIPATING ITEMS

Piling for Subway (Unused piling purchased under State Contract No. 1812)

1,190	lin. ft.	Timber Piling	$ 0.546	$ 649.74

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SEP 16 1937
FOR FILING
57

September 14, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon.

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the South Yamhill River Section, F. A. Project No. 58.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department　　　　　Federal Aid Project No. 58

SOUTH YAMHILL RIVER SECTION OF
THE PACIFIC HIGHWAY WEST IN YAMHILL COUNTY

(Estimate as basis for modified agreement. Based on low bid prices.)

Salem, Oregon, September 8, 1937

COMPLETED FEDERAL AID WORK

Final Cost, Roadway- -$ 118,865.39
Federal Aid Paid, Roadway- -$ 72,400.02
Length - 5.00 miles

NEW WORK

Roadway (Sta. 112+00 to Sta. 169+00)

All Required		Clearing and Grubbing		$ 3,000.00
70	cu. yds.	Trench Excavation	$ 1.00	70.00
24,000	cu. yds.	Excavation, Single Classif.	0.18	4,320.00
39,000	cu. yds.	Embankment in Place	0.20	7,800.00
42,000	yd. sta.	Overhaul	0.01	420.00
2,400	yd. mi.	Truck Haul	0.10	240.00
0.85	mile	Finishing Roadbed and Slopes	100.00	85.00
4,100	sq. yds.	Pavement Removal	0.45	1,845.00
1,000	cu. yds.	Riprap	1.50	1,500.00
90	lin. ft.	18" Concrete Pipe	2.10	189.00
330	lin. ft.	Salvaging Culvert Pipe	0.20	66.00
4,400	cu. yds.	Rock Base	1.50	6,600.00
1,500	cu. yds.	1" - 0" Materials in Shoulders and Surfacing	1.75	2,625.00
400	cu. yds.	1" - 0" Materials in Cushion Course	1.75	700.00
250	cu. yds.	½" - 0" Materials in Cushion Course	2.00	500.00
300	cu. yds.	Salvaging Materials from Detour Road	0.50	150.00
200	cu. yds.	Filler	0.40	80.00
100	yd. mi.	Hauling Filler	0.15	15.00
11,250	sq. yds.	Portland Cement Concrete Pavement	1.70	19,125.00
1,300	lin. ft.	Expansion Joints	0.15	195.00
5,800	lin. ft.	Contraction Joints	0.02	116.00
6,000	only	Dowels	0.15	900.00
8,000	lbs.	Tie Bars and Reinforcement	0.05	400.00
70	cu. yds.	Mineral Aggregate in Place	3.00	210.00
10	tons	Tar in Place	40.00	400.00
		Subtotal		$ 51,551
		10% Engr. & Cont.		5,155
		Total		$ 56,706

Bridge

800	cu. yds.	Structural Excavation	$ 3.00	$ 2,400.00
50	cu. yds.	Structural Excavation Below Plane	5.00	250.00
10,400	lin. ft.	Treated Piling in Place	0.95	9,880.00
290	cu. yds.	Class "B" Concrete in Bridge	18.00	5,220.00
1,040	cu. yds.	Class "D" Concrete in Bridge	17.00	17,680.00
244,000	lbs.	Metal Reinforcement	0.05	12,200.00
340,000	lbs.	Structural Steel	0.08	27,200.00
170	M-FBM	Treated Lumber	90.00	15,300.00
2,450	lin. ft.	Concrete Handrail	4.00	9,800.00

Subtotal, Bridge	$ 99,930
10% Engr. & Cont.	9,993
Total, Bridge	$109,923

Length of Roadway	0.850 mile
" " Bridge	0.229 "
Total Length	1.079 miles
Cost per mile, Roadway	$ 66,712

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Roadway	$ 56,706	$ 34,593	$ 22,113
Bridge	109,923	67,057	42,866
	$ 166,629	$ 101,650	$ 64,979

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

CLASS OF SERVICE DESIRED	
DOMESTIC	CABLE
TELEGRAM	FULL RATE
DAY LETTER ☒	DEFERRED
NIGHT MESSAGE	NIGHT LETTER
NIGHT LETTER	SHIP RADIOGRAM

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

RECEIVED SEP [illegible] FOR FILING

COPY OF WESTERN UNION TELEGRAM

58

SALEM OREGON
SEPTEMBER 7 1937

M. H. HANAUER, MANAGER
MINNEAPOLIS MOLINE POWER IMPLEMENT COMPANY
933 CHAPMAN BUILDING
LOS ANGELES CALIFORNIA

CONTRACTS SIGNED BY YOU AND GEORGE GILLETTE AS PER YOUR LETTER OF SEPTEMBER THIRD ARE ACCEPTABLE IF NAMES APPEAR ON BOTH AGREEMENT AND BOND

H B GLAISYER SECRETARY
OREGON STATE HIGHWAY COMMISSION

DAY LETTER COLLECT

File

---

and satisfactory we will attach it to the [illegible] them with both signatures as above stated.

Please wire upon receipt of this letter at our expense.

Yours very truly,

MINNEAPOLIS-MOLINE POWER IMPLEMENT COMPANY

By M H Hanauer

MHH*JO
O#A77056
Encl.

[illegible]: wire O.K. 9-7-37
File this with original.
[illegible]

REFERRED TO
[illegible]
BY SECRETARY
counsel regarding.

MINNEAPOLIS STEEL AND MACHINERY DIVISION
OF
MINNEAPOLIS-MOLINE POWER IMPLEMENT COMPANY
STRUCTURAL STEEL AND PLATE WORK
MINNEAPOLIS, MINNESOTA

M. H. HANAUER
MANAGER, LOS ANGELES BRANCH

BRANCH OFFICES:
LOS ANGELES, CAL.
GREAT FALLS, MONT.
SALT LAKE CITY, UTAH
DENVER, COLO.
SAN FRANCISCO, CAL.

PLEASE REFER YOUR REPLY
TO 933 Chapman Bldg.

933 CHAPMAN BUILDING
LOS ANGELES, CALIFORNIA

RECEIVED
SEP 7 - 1937
OREGON
STATE HIGHWAY COMMISSION

September 3rd, 1937.

Oregon State Highway Commission,
Room 322, State Office Building,
Salem, Oregon.

Gentlemen:

Attention: Mr. H. B. Glaisyer,
Secretary.

Re: State Highway Contract No. 2003

In connection with your telegram of August 30th, covering the execution of contract for the Whiteson Subway Bridge.

We received in today's mail, from our Minneapolis Office, copy of the attached resolution, signed by our Secretary, Mr. W. C. Rich. This would call for two signatures on the contract, which would be Mr. George L. Gillette for one, and myself for the other.

If the resolution as we have sent it herewith is correct and satisfactory we will attach it to the contracts and forward them with both signatures as above stated.

Please wire upon receipt of this letter at our expense.

Yours very truly,

MINNEAPOLIS-MOLINE POWER IMPLEMENT COMPANY

By M H Hanauer

MHH*JO
O#A77056
Encl.

[illegible]: Says O.K. 9-7-37
File this with original.
J. McF

REFERRED TO
Mr. [illegible]
BY SECRETARY
counsel regarding.

MINNEAPOLIS-MOLINE POWER IMPLEMENT COMPANY
MINNEAPOLIS

COPY

RESOLVED, That any two of the following named persons, to wit:

M. H. Hanauer	Sales Manager
W. C. Mac Farlane	President
G. L. Gillette	Vice President
H. B. Dinneen	Vice President
W. S. Peddie	Treasurer
W. C. Rich	Secretary

be, and the same are hereby empowered, authorized, and directed to accept and deliver for and on behalf of this Corporation, any and all contracts, bonds, working agreements, or other indentures or written instruments, for the purpose of carrying on the usual business of this Corporation in the State of California, and such written instruments shall have full force and effect, and be binding upon this Corporation without any ratification or act of any kind further on the part of the Board of Directors.

Provided, however, that where, in the judgment of either Mr. Mac Farlane, as President; Mr. Gillette, as Vice President; Mr. Dinneen, as Vice President; Mr. Peddie, as Treasurer; or Mr. Rich, as Secretary; or their respective successors in office, it is impracticable to forward such contracts from California to Minneapolis for execution, that either of said Officers be authorized and empowered to ratify or approve by mail or telegraph the execution by said Sales Manager from time to time of such contracts, bonds, working agreements, or other indentures or written instruments.

The undersigned, W. C. Rich, Secretary of Minneapolis-Moline Power Implement Company, a Delaware Corporation, hereby certifies that the foregoing is a true and correct copy of a certain resolution duly passed and adopted by the Board of Directors of said Company at its meeting held January 26, 1932, a quorum being present at the meeting.

AND FURTHER, that said resolution has not since been amended or repealed and is at this time in full force and effect.

(Sgnd) W. C. RICH
Secretary

Dated at Minneapolis, Minnesota.

This 2nd Day of September, 1937.

HS 8-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

DB

Mr Fisher

September 1, 1937

IN REPLY PLEASE REFER TO FILE NO.
36-1108

RECEIVED
SEP 10 1937
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

Mountain States Construction Co.,
Contractor,
1644 Washington Street,
Eugene, Oregon.

Mr. Roy L. Houck,
Subcontractor,
1585 N. 20th Street,
Salem, Oregon.

Gentlemen:

On the South Yamhill River project, Contract No. 1996, it was provided that the roadbed excavation be paid for as excavation in place, with haul items for the haul involved in placing the excavation in embankment. The remainder of the embankment was to be paid for as embankment in place without haul, and the borrow pits were provided by the State and indicated on the plans.

After the work had progressed on the north end of the project north of the Yamhill River to a point of approximately 50 per cent of the grading yardage called for on the plans, the following conditions developed:

The deep fill at Station 230 showed considerable subsidence with push-ups on the ground outside of the fill. The borrow pit on the north side of the river became so soft on the lower levels, due to spring waters, that the contractor's operations in obtaining the borrow was very difficult and expensive. In a discussion with Mr. Houck at this time, it was mutually agreed that the State would provide other borrow sources adjacent to the fill to be made, which sources would provide more suitable material, easy to handle and less haul to the contractor. It was obvious that the measurement of embankment in place due to the settling fill would not properly compensate the contractor for the material provided as embankment in place.

Mountain States Construction Co.,
Mr. Roy L. Houck.

September 1, 1937.

The contract bid for excavation is 18 cents and the bid price for embankment in place is 20 cents. The higher price for embankment in place was evidently for the purpose of offsetting the haul and shrinkage factor. With the State agreeing to provide a more suitable borrow pit, it was agreed that the borrow pit should be measured in place and paid for as excavation without haul in lieu of the embankment in place bid item. This to apply only on the embankment material from borrow pits on the north side of the river, the borrow excavation to be paid for as excavation at 18 cents per yard in conformity with the bid item of the contract.

If this is in accordance with your understanding of the matter, you will please sign the attached statement and return it to this office.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc R. H. Baldock
H. G. Smith
G. L. Paxson
B. O. Johnson
Mountain States Construction Co.
Roy L. Houck

I hereby accept the above agreement as outlined.

Mountain States Construction Co.
Fred H Lindsay Partner.

R L Houck
Roy L. Houck

RECEIVED
SEP 4 1937
FOR FILE

RECEIVED
STATE HIGHWAY COMMISSION

58

MINNEAPOLIS STEEL AND MACHINERY DIVISION
OF
MINNEAPOLIS-MOLINE POWER IMPLEMENT COMPANY
STRUCTURAL STEEL AND PLATE WORK
MINNEAPOLIS, MINNESOTA

M. H. HANAUER
MANAGER, LOS ANGELES BRANCH

BRANCH OFFICES:
LOS ANGELES, CAL.
GREAT FALLS, MONT.
SALT LAKE CITY, UTAH
DENVER, COLO.
SAN FRANCISCO, CAL.

PLEASE REFER YOUR REPLY
TO 933 Chapman Bldg.

933 CHAPMAN BUILDING
LOS ANGELES, CALIFORNIA
August 30th, 1937.

Oregon State Highway Commission,
Room 322, State Office Building,
Salem, Oregon.

Gentlemen:

Attention: Mr. H. B. Glaisyer,
Secretary.

Re: Whiteson Bridge Separation Project,
Yamhill County, Oregon.

Acknowledgement is made herewith of your letter of August 25th, 1937, covering the contract documents in connection with the furnishing of structural steel on the Whiteson Bridge Separation Project in Yamhill County, Oregon.

The contracts have been received by us, and we will secure a certified copy of the resolution authorizing Mr. George L. Gillette to sign the same for our Company.

When your requirements have been complied with we will forward all four copies of the contract promptly to your office.

Yours very truly,

MINNEAPOLIS-MOLINE POWER IMPLEMENT COMPANY

By M H Hanauer

MHH*JO
O#A77056

NOTED
H B GLAISYER

REFERRED TO McFarland
BY SECRETARY
Note

57

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		FULL RATE	
DAY LETTER	☒	DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

RECEIVED
AUG 30 1937
FOR FILING

COPY OF WESTERN UNION TELEGRAM

File

SALEM OREGON
AUGUST 30 1937

MINNEASPLIS MOLINE POWER IMPLEMENT COMPANY
933 CHAPMAN BUILDING
LOS ANGELES CALIFORNIA

FOUR COPIES CONTRACT 2003 RETURNED TO YOU FOR EXECUTION OF AGREEMENT AND BOND BY YOUR PRESIDENT AND SECRETARY STOP IF MORE CONVENIENT CERTIFIED COPY OF YOUR BYLAWS AUTHORIZING VICE PRESIDENT TO SIGN WILL BE ACCEPTED STOP OUR LETTER OF AUGUST TWENTY FIFTH REGARDING THIS MATTER APPARENTLY WENT ASTRAY

H B GLAISYER SECRETARY
OREGON STATE HIGHWAY COMMISSION

DAY LETTER

RECEIVED
AUG 30 1937
FOR FILING

MINNEAPOLIS STEEL AND MACHINERY DIVISION
OF
MINNEAPOLIS-MOLINE POWER IMPLEMENT COMPANY
STRUCTURAL STEEL AND PLATE WORK
MINNEAPOLIS, MINNESOTA
M. H. HANAUER
MANAGER, LOS ANGELES BRANCH

BRANCH OFFICES:
LOS ANGELES, CAL
GREAT FALLS, MONT.
SALT LAKE CITY, UTAH
DENVER, COLO.
SAN FRANCISCO, CAL.

PLEASE REFER YOUR REPLY
TO 933 Chapman Bldg.

933 CHAPMAN BUILDING
LOS ANGELES, CALIFORNIA

RECEIVED
AUG 30
STATE HIGH

58

August 28th, 1937.

Oregon State Highway Commission,
Room 322, State Office Building,
Salem, Oregon.

Gentlemen:

Attention: Mr. H. B. Glaisyer,
Secretary.

Re: State Highway Contract No. 2003.

We received by express yesterday the four (4) copies of the contract agreement covering structural steel for the Whiteson Undercrossing Superstructure at Portland, Oregon, under contract No. 2003.

We have not received any letter in connection with the transmission of these contracts.

The contracts have been signed by our Minneapolis Office with the seal attached, and have been executed by the Glens Falls Indemnity Company.

Will you please advise us in connection with the return of these contracts. Possibly the letter that has gone forward has been sent out to our Minneapolis, Minnesota office instead of our Los Angeles Office.

Yours very truly,

MINNEAPOLIS-MOLINE POWER IMPLEMENT COMPANY

By M H Hanauer

MHH*JO
O#A77056
c.c: Jewett, Barton, Leavy & Kern.

Contracts not signed by yourselves

FORM 2-E-1 4M 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
AUG 14 1937
FOR FILING
58

August 13, 1937

Mr. J. M. Devers
Attorney
Office

Dear Sir:

Attached are two copies of the agreement to be executed between the Southern Pacific Company and the State covering the grade separation structure on the West Side Pacific Highway near Whiteson in Yamhill County. I see no objection to this agreement as submitted.

In the last paragraph of Section 7, on Page 6, of this agreement it is provided that regardless of whether or not certain items are reimbursible under Memorandum No. 6, the State shall reimburse the railroad for expenses incurred in connection with these items. These are covered in our contract with the contractor (See page 3 under heading "Schedule of Work on Railroad Underpass". The cost of any damage done to railroad properties including telegraph and signal lines is to be deducted from the contractor's estimate and the state agrees to furnish such watchmen or flagmen as are considered necessary by the railroad or telegraph companies to adequately protect their traffic. Watchmen and flagmen are covered as reimbursible items in Memorandum No. 6. No question has ever been raised as to eligibility for payment from federal funds. I would ask that you further examine the agreement and if found satisfactory return to Mr. Baldock for presentation to the Commission.

Very truly yours,

NOTED
State Highway Engineer

G. S. Paxson
Bridge Engineer

GSP BK
Enclosures
cc R. H. Baldock

RECEIVED
AUG 14 1937
FOR FILING

58

August 13, 1937

Minneapolis-Moline Power Implement Co.,
933 Chapman Building
Los Angeles, California

Gentlemen:

Confirming my wire to you of this date, the State Highway Commission awarded to you yesterday the contract covering the furnishing of structural steel for the superstructure of the Southern Pacific Company Undercrossing near Whiteson, on the Pacific Highway West, in Yamhill County. This award was based on your low bid of $4,696.00 submitted on that date. Contract forms will be sent to you in a few days for execution.

Yours very truly,

Secretary

MC

cc - Bridge Dept.

F. D. Eason

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	☒	FULL RATE	☐
DAY LETTER	☐	DEFERRED	☐
NIGHT MESSAGE	☐	NIGHT LETTER	☐
NIGHT LETTER	☐	SHIP RADIOGRAM	☐

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

COPY OF WESTERN UNION TELEGRAM

COPY

SALEM OREGON
AUGUST 14 1937

MINNEAPOLIS MOLINE POWER IMPLEMENT CO.
933 CHAPMAN BUILDING
LOS ANGELES CALIFORNIA

STATE HIGHWAY COMMISSION AWARDED TO YOU YESTERDAY CONTRACT FOR FURNISHING STRUCTURAL STEEL FOR UNDERCROSSING SUPERSTRUCTURE ON PACIFIC HIGHWAY WEST NEAR WHITESON YAMHILL COUNTY STOP PLEASE RUSH DELIVERY STOP CONTRACT FORMS FOLLOW SHORTLY

H B GLAISYER SECRETARY
OREGON STATE HIGHWAY COMMISSION

file

RECEIVED
SEP [illegible] 1937

RECEIVED
[illegible] 1937
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No. 58

August 12, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Grade Crossing project FAGH 58, structural steel for Whiteson Undercrossing structure on the Pacific Highway West, to the Minneapolis Moline Power Implement Co., Los Angeles, California, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

RECEIVED
JUL 29 1937
FOR FILING

5#

July 28, 1937

Mountain States Construction Co.
1644 Washington Street
Eugene, Oregon

Gentlemen:

By express we are forwarding to you a fully executed copy of contract No. 1996 awarded to you on July 8, 1937, for the construction of a steel bridge over South Fork Yamhill River, concrete piers for an underpass to carry the highway under the Southern Pacific tracks and 0.85 mile of highway roadbed, all on the South Yamhill River Section of the Pacific Highway West in Yamhill County.

This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

HI

RECEIVED
SEP 16 1937
FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE NO. 58

July 27, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for the structural steel on the Whiteson Undercrossing, Oregon FAGH 58, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval by the Chief of Bureau.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

RECEIVED
[illegible] 31 1937
[illegible] SSION

FORM 2-E-1 4M 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
AUG 2 1937
FOR FILING
58

July 27, 1937

Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

A section of the embankment approximately 200 feet in length near Station 128 on the South Yamhill Section (Whiteson Bridge) of the West Side Pacific Highway in Yamhill County is settling during construction due to the soft character of the material underneath the embankment. Test drillings show a solid bottom at approximately 36 feet below the ground line. As an alternate to completing the embankment on this soft material the construction of a composite pile trestle was considered. Estimates were made on both alternates as follows:

Estimate of bridge between Station 126+70 and 129+13

Nine spans at 27 feet, 26 foot roadway, 2-3½' sidewalks

Treated Piling	2900	lin.ft.	at $ .95	$2,755.00
Class D Concrete	180	cu.yds.	at 17.00	3,060.00
Metal Reinforcement	38000	pounds	at .05	1,900.00
Treated Lumber	46	MBM	at 90.00	4,140.00
Concrete Handrail	500	lin.ft.	at 4.00	2,000.00
			Total	$13,855.00
Plus 10% and 10%				$16,764.55

($68.99 per lineal foot)

Completion of fill aided by shooting soft material:

Yardage to replace settlement	10,000	cu.yds.	at $ .23	$2,300.00
Yardage to complete fill	6,000	cu.yds.	at 23.00	1,380.00
Pavement and sub-base	243	lin.ft.	at 6.00	1,458.00
Right of way for borrow pit				200.00
Cost of shooting				1,000.00
			Total	$6,338.00

In view of the considerable difference in cost between the two alternates and the probability that the material will be stabilized by shooting it was decided to adopt the latter alternate and proceed with the construction on the basis of a stabilized fill.

Very truly yours,

GSPaxson

G. S. Paxson
Bridge Engineer

GSP DK
cc H. G. Smith
F. D. Eason

1M 5-37
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

RECEIVED
AUG 2 1937
FOR FILING
58

July 27, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Dear Sir: Attention: H. G. Smith, Construction Engineer

From an examination and study of the settling fill at station 127 to 129 on the Whiteson Bridge Contract, the following estimate of cost for the additional filling required plus paving, right of way for borrow, and fill shooting, is herewith submitted:

Total area under the planned fill to hard bottom is 4520 sq. ft.

Total yardage for the 200 ft. which is showing settlement, is 33,500 cu.yds. The assumed compression from shooting and the weight of fill will require additional yardage on the estimated basis of 30% of area. The

estimated 10,000 yds. at 23¢ in place	$2300.00
200 ft. of paving and sub-base at $600.00 a ft.	1200.00
Right of way for borrow	200.00
Estimate for shooting	1000.00
TOTAL	$4700.00

Yours very truly,

F. D. EASON
Division Engineer

FDE:MN
cc Mr. R. H. Baldock

FORM 2-E-1 4M 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
JUL 31 1937
FOR FILING

58

July 26, 1937

Mr. H. B. Glaisyer
Office

Dear Sir:

Attached find certificate of insurance covering insurance policies required on pages 47 and 48 of contract No. 1996. We presume these should be filed with the contract.

We are retaining the policies in our file for reference until such time as construction of the job is completed. After completion of the work they will be forwarded to your office for permanent file.

Policies covered London Guarantee and Accident Company, Ltd., policy # E-66831, #IJ-3164, and #IJ-3162.

Very truly yours,

G. S. Paxson
Bridge Engineer

By W A Reeves
W. A. Reeves
Office Engineer

Enc.
CAG DB

~~Copies attached to~~
~~Contract 7-29-37~~
J. McZ

REFERRED TO
J
BY SECRETARY

FORM 8-K-1 2M 6-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
JUL 27 1937
FOR FILING
58

July 24, 1937

Mr. O. S. Paxson
Bridge Engineer
Office

Dear Sir:

Attention Mr. Cecil A. Gardiner

Herewith we return to you copy of Contract No. 1996 covering the South Yamhill River Section, Mountain States Construction Company, Contractor, with insurance policies and certificates in duplicate as follows:

IJ-3164, Southern Pacific Company, Assured. This policy in the last analysis should be passed upon by Southern Pacific Company as to whether it is satisfactory in form under the special provisions in the contract requiring the contractor to enter into an agreement with Southern Pacific Company. It would appear to us to be satisfactory in form, but we do note, however, that an endorsement provides for the cancellation of the policy on ten days' notice to the State Highway Commission, and the policy contains no endorsement to the effect that alterations shall not be made without the prior written approval of the Highway Commission.

E-66851, public liability policy; Mountain States Construction Company, Assured. This policy appears to us to be satisfactory in form, but we note, however, that an endorsement provides for the cancellation of the policy on ten days' notice to the State Highway Commission, and the policy contains no endorsement to the effect that alterations shall not be made without the prior written approval of the Highway Commission.

IJ-3162, owners' or contractors' protective public liability policy; Mountain States Construction Company, Assured. This policy covers work "let or sublet by the Assured to independent contractors or independent subcontractors". The policy appears to us to be satisfactory in form, except that we note that an endorsement provides for the cancellation of the policy on ten days' notice to the State Highway Commission, and the policy contains no endorsement to the effect that alterations shall not be made without the prior written approval of the Highway Commission.

All of the policies in question cover $100,000/$200,000 public liability and $25,000/$50,000 property damage.

Yours very truly,
J. M. DEVERS
By
J. W. DeSOUZA
Assistant Attorney

Enclosures
JWD:AW
cc Mr. R. H. Baldock
Mr. H. B. Glaisyer

RECEIVED
SEP 16 1937
FOR FILING
58

July 17, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith six copies of estimate to accompany specifications for structural steel for the Whiteson Undercrossing Section, Project No. FAGH 58.

Five bid proposals are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Aid Grade Crossing
Project No. FAGH 58

WHITESON UNDERCROSSING ON THE

PACIFIC HIGHWAY WEST IN YAMHILL COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, July 17, 1937

Contract No. 1996

50	cu. yds.	Subway Excavation	$ 2.00	$ 100.00
40	cu. yds.	Subway Excavation Below Plans	2.00	80.00
70	only	Driving Subway Piling	12.00	840.00
270	cu. yds.	Class "B" Concrete	18.00	4,860.00
25	cu. yds.	Class "A" Concrete	18.00	450.00
6,000	lbs.	Metal Reinforcement	0.05	300.00
				$ 6,630.00

Structural Steel for Underpass Structure (Estimated Prices)

80,000 lbs.	Structural Steel	$ 0.055	$ 4,400.00

Work to be performed by R.R. Co. Forces

All Required	Undercrossing Structure and Maint. Railway Traffic, etc.	$ 8,327.00

Subtotal	$ 19,357
10% Engr. & Cont.	1,935
Total	$ 21,292

Length of Underpass Structure 0.009 miles
(Not included in length of project)

FAGH Funds Requested- - - - - - - - - - - - - - - - - - - $ 21,292

NON-PARTICIPATING ITEMS

Piling for Subway (Unused piling purchased under State Contract No. 1812)

1,190 lin. ft.	Timber Piling	$ 0.546	$ 649.74

Oregon State Highway Department [illegible]

Federal Aid Grade Crossing Project No. [illegible]

[illegible]

WORK TO BE PERFORMED BY

SOUTHERN PACIFIC COMPANY'S FORCES

[illegible] agreement).

L. A. PROJECT NO. 58

Salem, Oregon, June 2[illegible], 193[illegible].

Move and Rearrange Telephone and Signal Lines	[illegible]	$ 200.00
Place Work for Pier Location	[illegible]	2,772.00
Rearrange Deck and Falsework	[illegible]	179.00
Remove Present Underpass and Reconstruct Standard Trestle	[illegible]	1,077.00
Haul, Erect and Paint Structural Steel	[illegible]	3,678.00
Flagmen	[illegible]	300.00
		$ 8,307.00

[illegible]

Oregon State Highway Department

Federal Aid Grade
Crossing Project
No. FAGM 58

WHITESON UNDERCROSSING ON THE

PACIFIC HIGHWAY WEST IN YAMHILL COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement).

Salem, Oregon, June 23, 1937.

90	cu. yds.	Subway Excavation	$ 2.00	$ 180.00
10	" "	" " below Plans	5.00	50.00
70	only	Driving Subway Piling	15.00	1,050.00
270	cu. yds.	Class "B" Concrete	21.00	5,670.00
25	" "	" "A" "	23.00	575.00
6,000	lbs.	Metal Reinforcement	.055	330.00
				$7,855.00
All Required		Undercrossing Structure and Maint. Railway Traffic, etc.		12,707.00

Subtotal..................	$20,562
10% Engr. & Cont........	2,056
Total......................	$22,618

Length of Underpass Structure 0.009 miles (Not included in length of project).

FAGM Funds Requested.. $22,618

NON-PARTICIPATING ITEMS

Piling for Subway (Unused piling purchased under State Contract No. 1812).

1,190	lin. ft.	Timber Piling	$0.546	$ 649.74

RECEIVED
JUL 10 1937
FOR FILING
58

July 9, 1937

Mountain States Construction Company
1644 Washington Street
Eugene, Oregon

Gentlemen:

The State Highway Commission awarded to you at its meeting on July 8 the contract for 0.85 mile grading and paving and the construction of a steel, concrete and treated timber bridge over the South Yamhill River; also concrete piers for subway under Southern Pacific tracks on the South Yamhill River Section of the Pacific Highway West in Yamhill County. This award was based on your bid of $158,131 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

AM

cc - Bridge Dept.

Copy Mr. Eason

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SEP 1 1937
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UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. 58

POST OFFICE BUILDING
PORTLAND, OREGON

July 8, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. 58 and FAGH 58, the South Yamhill River section of the Pacific Highway West, to the Mountain States Construction Co., Eugene, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Const.
Project
Bridges

CLASS OF SERVICE DESIRED	
DOMESTIC	CABLE
TELEGRAM ☒	FULL RATE
DAY LETTER	DEFERRED
NIGHT MESSAGE	NIGHT LETTER
NIGHT LETTER	SHIP RADIOGRAM

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

RECEIVED
JUL 1937

COPY OF WESTERN UNION TELEGRAM

PORTLAND OREGON
JULY 8 1937

W H LYNCH DISTRICT ENGINEER
BUREAU OF PUBLIC ROADS
PORTLAND OREGON

YOU HAVE DISAPPROVED PROPOSAL OF STATE TO PURCHASE STEEL SPAN FOR WHITESON SUBWAY FAGH-80 THROUGH STATE PURCHASING AGENT STOP THIS PROCEDURE PROPOSED TO SAVE CONTRACTOR PERCENTAGE ON MATERIAL WITH WHICH HIS ONLY CONNECTION IS PURCHASE STOP AFTER YOUR DISAPPROVAL RAILROAD REQUESTED TO PURCHASE STEEL AS REIMBURSABLE ITEM COMMA RAILROAD REFUSES UNLESS BUREAU MEMORANDUM ISSUED APPROVING PROCEDURE ALLEGING BUREAU DISCOURAGES SAME STOP THREE PROCEDURES LEFT OPEN FIRST ASSURE RAILROAD COMPANY OF REIMBURSEMENT TO THEIR SATISFACTION SECOND PURCHASE OF STEEL BY GENERAL CONTRACTOR ON PRICE AGREEMENT THIRD SEPARATE CONTRACT AT NEXT LETTING STOP IF SEPARATE CONTRACT LET FABRICATOR BECOMES CONTRACTOR AND USUAL LABOR PROVISIONS IMPRACTICAL STOP ADVISE YOUR PREFERENCE OF METHOD OF PURCHASE AND IF SEPARATE CONTRACT PREFERRED MAY LABOR PROVISIONS BE OMITTED UNDER THESE CIRCUMSTANCES

R H BALDOCK
STATE HIGHWAY ENGINEER

file

FORM 8-E-1 4M 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

Co. Est
Projects
Bridges

F 58

NOTE
C. B. McCullou

July 6, 1937

Southern Pacific Company
Union Station
Portland, Oregon

Attention: Mr. E. L. King

Gentlemen:

Confirming my conversation with your Mr. Fair by telephone today we are informed by the Bureau of Public Roads that their regulations will not permit us to purchase the structural steel for the Whitcomb Underpass through the State Purchasing Agent as we had intended. They inform us, however, that this steel can be purchased by your company as a reimbursible item. In making such a purchase the government rules concerning open and competitive bidding must be observed. In requesting bids on this steel in addition to your usual sources of supply we would ask that steel fabricators in the Portland Area be given an opportunity to bid. They include Poole & McGonigle, 6330 N. E. Halsey Street, Portland, Oregon, and Northwestern Equipment Company, American Bank Building, Portland, Oregon.

Bids on the steel are to be taken in accordance with the plans made by this department, copies of which are being sent you under separate cover. All material and workmanship are to conform to the specifications for this type of work as set forth in the American Railway Engineering Association Specifications for Steel Railway Bridges for fixed spans not exceeding 400 feet in length (Edition 1935). We would also ask that before the order for this material is placed that copies of the bids be referred to this department for concurrence in the award. We estimate that the underpass structure will require approximately 80,000 pounds of structural steel.

This federal ruling and the change of plans which it necessitates has caused considerable confusion in the purchasing of this material. We are meeting with the Bureau of Public Roads Thursday and Friday of this week and it would be appreciated if we would have word from you consenting to the arrangement given above.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

GSP DK
cc R. H. Baldock

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June 26, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to the South Yamhill River Section, Projects Nos. FA 58 and FAGH 58.

It has been noted that the item of "39,000 cu. yds. of Embankment in Place" was inadvertently omitted and we are, accordingly, enclosing herewith six copies of revised estimate for FA Project No. 58. The estimate for Project No. FAGH 58, however, is not affected, and the one sent to you previously is correct.

We are, likewise, enclosing ten sets of revised bid sheets to be inserted in the bid proposals sent to you previously.

Five blueprint copies of revised quantity summary sheet is being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

J. W. Nash
Assistant Office Engineer

JWN:MR

Encl.

Oregon State Highway Department Federal Aid Project No. 58

SOUTH YAMHILL RIVER SECTION OF
THE PACIFIC HIGHWAY WEST IN YAMHILL COUNTY

(Estimate to accompany plans and specifications. Not as basis for modified agreements)

Salem, Oregon, June 26, 1937

COMPLETED FEDERAL AID WORK

Final Cost, Roadway- $ 118,865.39
Federal Aid Paid, Roadway- $ 72,400.02
Length - 5.00 miles

NEW WORK

Roadway (Sta. 112+00 to Sta. 169+00)

All Required		Clearing and Grubbing		$ 3,000.00
70	cu. yds.	Trench Excavation	$ 1.00	70.00
24,000	cu. yds.	Excavation, Single Classif.	0.30	7,200.00
39,000	cu. yds.	Embankment in Place	0.30	11,700.00
42,000	yd. sta.	Overhaul	0.02	840.00
2,400	yd. mi.	Truck Haul	0.15	360.00
0.85	mile	Finishing Roadbed and Slopes	300.00	255.00
4,100	sq. yds.	Pavement Removal	0.30	1,230.00
1,100	cu. yds.	Riprap	3.00	3,300.00
90	lin. ft.	18" Concrete Pipe	2.50	225.00
330	lin. ft.	Salvaging Culvert Pipe	0.60	198.00
4,400	cu. yds.	Rock Base	1.35	5,940.00
1,500	cu. yds.	1" - 0" Materials in Shoulders and Surfacing	1.75	2,625.00
400	cu. yds.	1" - 0" Materials in Cushion Course	1.20	480.00
250	cu. yds.	½" - 0" Materials in Cushion Course	1.75	437.50
300	cu. yds.	Salvaging Materials from Detour Road	0.75	225.00
200	cu. yds.	Filler	0.40	80.00
100	yd. mi.	Hauling Filler	0.20	20.00
11,250	sq. yds.	Portland Cement Concrete Pavement	1.70	19,125.00
1,300	lin. ft.	Expansion Joints	0.25	325.00
5,800	lin. ft.	Contraction Joints	0.03	174.00
6,000	only	Dowels	0.15	900.00
8,000	lbs.	Tie Bars and Reinforcement	0.06	480.00
70	cu. yds.	Mineral Aggregate in Place	4.00	280.00
10	tons	Tar in Place	40.00	400.00
		Subtotal		$ 59,869
		10% Engr. & Cont.		5,986
		Total		$ 65,855

Bridge

800	cu. yds.	Structural Excavation	$ 5.00	$ 4,000.00
50	cu. yds.	Structural Excavation Below Plans	6.00	300.00
10,400	lin. ft.	Treated Piling in Place	0.90	9,360.00
290	cu. yds.	Class "B" Concrete in Bridge	20.00	5,800.00
1,040	cu. yds.	Class "D" Concrete in Bridge	22.00	22,880.00
244,000	lbs.	Metal Reinforcement	0.055	13,420.00
340,000	lbs.	Structural Steel	0.0775	26,350.00
170	M-FBM	Treated Lumber	100.00	17,000.00
2,450	lin. ft.	Concrete Handrail	5.00	12,250.00

Subtotal, Bridge	$111,360
10% Engr. & Cont.	11,136
Total, Bridge	$122,496

Length of Roadway	0.850 mile
" " Bridge	0.229 "
Total Length	1.079 miles
Cost per mile, Roadway	$ 77,476

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Roadway	$ 65,855	$ 40,173	$ 25,682
Bridge	122,496	74,727	47,769
	$ 188,351	$ 114,900	$ 73,451

Oregon State Highway Department

Federal Aid Project No. 58

SOUTH YAMHILL RIVER SECTION OF THE PACIFIC HIGHWAY WEST IN YAMHILL COUNTY

(Estimate to accompany plans and specifications. Not as basis for modified agreement.)

Salem, Oregon, June 26, 1937

COMPLETED FEDERAL AID WORK

Final Cost, Roadway -	$ 118,865.39
Federal Aid Paid, Roadway -	$ 72,400.02
Length -	5.00 miles

NEW WORK

Roadway (Sta. 112+00 to Sta. 169+00)

All Required		Clearing and Grubbing		$ 3,000.00
70	cu. yds.	Trench Excavation	$ 1.00	70.00
24,000	cu. yds.	Excavation, Single Classif.	0.30	7,200.00
39,000	cu. yds.	Embankment in Place	0.30	11,700.00
42,000	yd. sta.	Overhaul	0.02	840.00
2,400	yd. mi.	Truck Haul	0.15	360.00
0.85	mile	Finishing Roadbed and Slopes	300.00	255.00
4,100	sq. yds.	Pavement Removal	0.30	1,230.00
1,100	cu. yds.	Riprap	3.00	3,300.00
90	lin. ft.	18" Concrete Pipe	2.50	225.00
330	lin. ft.	Salvaging Culvert Pipe	0.60	198.00
4,400	cu. yds.	Rock Base	1.35	5,940.00
1,500	cu. yds.	1" - 0" Materials in Shoulders and Surfacing	1.75	2,625.00
400	cu. yds.	1" - 0" Materials in Cushion Course	1.20	480.00
250	cu. yds.	½" - 0" Materials in Cushion Course	1.75	437.50
300	cu. yds.	Salvaging Materials from Detour Road	0.75	225.00
200	cu. yds.	Filler	0.40	80.00
100	yd. mi.	Hauling Filler	0.20	20.00
11,250	sq. yds.	Portland Cement Concrete Pavement	1.70	19,125.00
1,300	lin. ft.	Expansion Joints	0.25	325.00
5,800	lin. ft.	Contraction Joints	0.03	174.00
6,000	only	Dowels	0.15	900.00
8,000	lbs.	Tie Bars and Reinforcement	0.06	480.00
70	cu. yds.	Mineral Aggregate in Place	4.00	280.00
10	tons	Tar in Place	40.00	400.00
			Subtotal	$ 59,869
			10% Engr. & Cont.	5,986
			Total	$ 65,855

Bridge

800 cu. yds.		Structural Excavation	$ 5.00	$ 4,000.00
50 cu. yds.		Structural Excavation Below Plans	6.00	300.00
10,400	lin. ft.	Treated Piling in Place	0.90	9,360.00
290	cu. yds.	Class "F" Concrete in Bridge	20.00	5,800.00
1,040	cu. yds.	Class "D" Concrete in Bridge	22.00	22,880.00
244,000	lbs.	Metal Reinforcement	0.055	13,420.00
340,000	lbs.	Structural Steel	0.0775	26,350.00
170	M-FBM	Treated Lumber	100.00	17,000.00
2,450	lin. ft.	Concrete Handrail	5.00	12,250.00

Subtotal, Bridge	$111,360
10% Engr. & Cont.	11,136
Total, Bridge	$122,496

Length of Roadway	0.850 mile
" " Bridge	0.229 "
Total Length	1.079 miles
Cost per mile, Roadway	$ 77,476

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Roadway	$ 65,855	$ 40,173	$ 25,682
Bridge	122,496	74,727	47,769
	$ 188,351	$ 114,900	$ 73,451

Oregon State Highway Department Federal Aid Project No. [illegible]

NORTH YAMHILL RIVER SECTION OF
THE PACIFIC HIGHWAY WEST IN YAMHILL COUNTY

(Estimate to accompany plans and specifications. Not as basis for modified agreement.)

Salem, Oregon, June 23, 1937

COMPLETED FEDERAL AID WORK

Final Cost, Roadway- -	$ 118,863.39
Federal Aid Paid, Roadway- -	$ 72,400.00
Length -	5.00 miles

NEW WORK

Roadway (Sta. 112+00 to Sta. 168+00)

All Required		Clearing and Grubbing		$ 3,000.00
70	cu. yds.	Trench Excavation	$ 1.00	70.00
24,000	cu. yds.	Excavation, Single Classif.	0.30	7,200.00
42,000	yd. sta.	Overhaul	0.02	840.00
2,400	yd. mi.	Truck Haul	0.15	360.00
0.85	mile	Finishing Roadbed and Slopes	300.00	255.00
4,100	sq. yds.	Pavement Removal	0.30	1,230.00
1,100	cu. yds.	Riprap	3.00	3,300.00
90	lin. ft.	18" Concrete Pipe	2.50	225.00
330	lin. ft.	Salvaging Culvert Pipe	0.60	198.00
4,400	cu. yds.	Rock Base	1.35	5,940.00
1,500	cu. yds.	1" - 0" Materials in Shoulders and Surfacing	1.75	2,625.00
400	cu. yds.	1" - 0" Materials in Cushion Course	1.20	480.00
250	cu. yds.	½" - 0" Materials in Cushion Course	1.75	437.50
300	cu. yds.	Salvaging Materials from Detour Road	0.75	225.00
200	cu. yds.	Filler	0.40	80.00
100	yd. mi.	Hauling Filler	0.20	20.00
11,250	sq. yds.	Portland Cement Concrete Pavement	1.70	19,125.00
1,300	lin. ft.	Expansion Joints	0.25	325.00
5,800	lin. ft.	Contraction Joints	0.03	174.00
6,000	only	Dowels	0.15	900.00
8,000	lbs.	Tie Bars and Reinforcement	0.06	480.00

70	cu. yds.	Mineral Aggregate in Place	$ 4.00	$ 280.00
10	tons	Tar in Place	40.00	400.00
		Subtotal		$ 48,169
		10% Engr. & Cont.		4,816
		Total		$ 52,985

Bridge

800	cu. yds.	Structural Excavation	$ 5.00	$ 4,000.00
50	cu. yds.	Structural Excavation Below Planes	6.00	300.00
10,400	lin. ft.	Treated Piling in Place	0.90	9,360.00
290	cu. yds.	Class "B" Concrete in Bridge	20.00	5,800.00
1,040	cu. yds.	Class "D" Concrete in Bridge	22.00	22,880.00
244,000	lbs.	Metal Reinforcement	0.055	13,420.00
340,000	lbs.	Structural Steel	0.0775	26,350.00
170	M-FBM	Treated Lumber	100.00	17,000.00
2,450	lin. ft.	Concrete Handrail	5.00	12,250.00
		Subtotal, Bridge		$111,360
		10% Engr. & Cont.		11,136
		Total, Bridge		$122,496

Length of Roadway	0.850 mile
" " Bridge	0.229 "
Total Length	1.079 miles
Cost per mile, Roadway	$ 62,335

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Roadway	$ 52,985	$ 32,323	$ 20,662
Bridge	122,496	74,727	47,769
	$ 175,481	$ 107,050	$ 68,431

Oregon State Highway Department Federal Aid Project No. 58

NORTH YAMHILL RIVER SECTION OF
THE PACIFIC HIGHWAY WEST IN YAMHILL COUNTY

(Estimate to accompany plans and specifications. Not as basis for modified agreement.)

Salem, Oregon, June 28, 1937

COMPLETED FEDERAL AID WORK

Final Cost, Roadway- -	$ 118,865.39
Federal Aid Paid, Roadway- -	$ 72,400.02
Length- -	5.00 miles

NEW WORK

Roadway (Sta. 112+00 to Sta. 169+00)

All Required		Clearing and Grubbing		$ 3,000.00
70	cu. yds.	Trench Excavation	$ 1.00	70.00
24,000	cu. yds.	Excavation, Single Classif.	0.30	7,200.00
42,000	yd. sta.	Overhaul	0.02	840.00
2,400	yd. mi.	Truck Haul	0.15	360.00
0.85	mile	Finishing Roadbed and Slopes	300.00	255.00
4,100	sq. yds.	Pavement Removal	0.30	1,230.00
1,100	cu. yds.	Riprap	3.00	3,300.00
90	lin. ft.	18" Concrete Pipe	2.50	225.00
330	lin. ft.	Salvaging Culvert Pipe	0.60	198.00
4,400	cu. yds.	Rock Base	1.35	5,940.00
1,500	cu. yds.	1" - 0" Materials in Shoulders and Surfacing	1.75	2,625.00
400	cu. yds.	1" - 0" Materials in Cushion Course	1.20	480.00
250	cu. yds.	½" - 0" Materials in Cushion Course	1.75	437.50
300	cu. yds.	Salvaging Materials from Detour Road	0.75	225.00
200	cu. yds.	Filler	0.40	80.00
100	yd. mi.	Hauling Filler	0.20	20.00
11,250	sq. yds.	Portland Cement Concrete Pavement	1.70	19,125.00
1,500	lin. ft.	Expansion Joints	0.25	375.00
5,800	lin. ft.	Contraction Joints	0.03	174.00
6,000	only	Dowels	0.15	900.00
8,000	lbs.	Tie Bars and Reinforcement	0.06	480.00
70	cu. yds.	Mineral Aggregate in Place	4.00	280.00
10	tons	Tar in Place	40.00	400.00
			Subtotal	$ 48,169
			10% Engr. & Cont.	4,816
			Total	$ 52,985

Bridge

800	cu. yds.	Structural Excavation	$ 5.00	$ 4,000.00
50	cu. yds.	Structural Excavation Below Plans	6.00	300.00
10,400	lin. ft.	Treated Piling in Place	0.90	9,360.00
290	cu. yds.	Class "D" Concrete in Bridge	20.00	5,800.00
1,040	cu. yds.	Class "B" Concrete in Bridge	22.00	22,880.00
244,000	lbs.	Metal Reinforcement	0.055	13,420.00
340,000	lbs.	Structural Steel	0.0775	26,350.00
170	M-FBM	Treated Lumber	100.00	17,000.00
2,450	lin. ft.	Concrete Handrail	5.00	12,250.00
				$ 111,360.00

Undercrossing Structure

90	cu. yds.	Subway Excavation	$ 2.00	$ 180.00
10	cu. yds.	Subway Excavation Below Plans	5.00	50.00
70	only	Driving Subway Piling	15.00	1,050.00
270	cu. yds.	Class "B" Concrete	21.00	5,670.00
25	cu. yds.	Class "A" Concrete	23.00	575.00
6,000	lbs.	Metal Reinforcement	0.055	330.00
				$ 7,855.00

All Required	Undercrossing Structure and Maint. Railway Traffic, etc.	$ 12,707
	Subtotal, Structures	$ 131,922
	10% Engr. & Cont.	13,192
	Total, Structures	$ 145,114

Length of Roadway	0.850 mile
Length of Bridge	0.229 mile
Length of Underpass Structure	0.009 mile (Not incl. in length of project)
Total Length	1.079 miles
Cost per mile, Roadway	$ 62,335

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Roadway	$ 52,985	$ 32,321	$ 20,664
Structures	145,114	88,519	56,595
	$ 198,099	$ 120,840	$ 77,259

NON-PARTICIPATING ITEMS

Piling for Subway (Unused piling purchased under State Contract No. 1512)

1,190 lin. ft.	Timber Piling	$ 0.546	$ 649.74

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1937
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.________

POST OFFICE BUILDING
PORTLAND, OREGON

June 23, 1937

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P.S.& E. documents for reopening Oregon Federal Aid Project No. 58, the McMinnville-Amity Section of the Pacific Highway, West, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

Concurrence in award is also subject to the same condition regarding the purchase of structural steel by the railroad stated in our letter of this date relative to FAGH 58.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

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1937
FOR

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

RECEIVED
1937
STATE HIGHWAY COMMISSION

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No. 58

June 23, 1937

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Grade Crossing Project FAGH 58, the Whiteson Undercrossing of the S.P.Railway on the Pacific Highway West, have today been recommended for approval, subject to final approval by the Chief Engineer. This is your authority for advertising.

Our recommendation for approval of this project is subject to the approval by our Washington office of the purchase of the steel for the undercrossing by the Southern Pacific Railway Company.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Hwy. Engineer

FORM B-E-1 4M 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

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June 5, 1937

Bureau of Public Roads
Box 3900
Portland, Oregon

Re: Yamhill River Section, West
Side Pacific Highway in Yamhill
County.

Gentlemen:

In the construction of the proposed underpass under the Southern Pacific tracks on the above section it seems advisable to have the railroad company install the structural steel girder which will carry their tracks across the highway with their own forces in order to avoid the necessity of a shoe-fly or detour track during the installation. By doing it with their own forces under their own control this installation can be made between trains and rail traffic carried without the expensive temporary routing otherwise necessary. We propose to schedule the work as follows:

The railroad company to drive falsework piling around the location of the supporting piers, to reconstruct the timber superstructure to carry rail traffic over the location of these piers and to clean out such of the existing trestle as interferes with the construction of the piers.

The contractor will then build the piers complete and will turn the same over to the railroad company.

The railroad company will then install the steel girder, replace their track and salvage or otherwise dispose of such of the existing trestle and falsework as is replaced by the steel girder, the railroad company to be reimbursed for their expense in connection with the work in accordance with the terms of WP General Memorandum No. 6 and amendments and interpretations of this memorandum.

Since the highway contractor will have nothing to do with the structural steel of this underpass we propose to advertise and contract separately from the general highway contract for the fabricating and furnishing of the structural steel. This contract will call for the delivery to the Southern Pacific Company f.o.b. their yards at Portland.

We propose to do this in order to get away from the percentage which the general highway contractor would add if he were furnishing the steel under his general contract.

Have your any objections to this proposed schedule of contracting.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

GSP BK
cc R. H. Baldock
S. H. Probert

1M 5-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

58

RECEIVED
JUN 2 1937
FOR FILING
Coast
Connection
Bridges

May 29, 1937

IN REPLY PLEASE REFER TO FILE NO.

NOTED
State Highway Engineer

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Dear Sir: Attention: H. G. Smith, Construction Engineer

Herewith the special provisions and estimate for the grading and paving work required on the South Yamhill River Bridge Project. Right of way descriptions, including borrow easements are attached hereto. Map, profile, cross-sections, mass diagram, and computation data are also being submitted.

This project can hardly be completed before late winter, perhaps the last of December. This, of course, would be an unsuitable time for paving. Also, it would be desirable to leave the fills to get full settlement during the winter season. It is suggested to require the contractor to complete the sub-base and inch-minus cushion material, which, if weather permitted, could be oiled, and the paving work delayed until late spring in 1938.

Yours very truly,

F. D. EASON
Division Engineer

FDE:MN
Enc.
cc Mr. R. H. Baldock ✓

— 58

RECEIVED
MAY 24 1937
FOR FILING
Coast
Project
Bridges

May 20, 1937

Mr. G. S. Paxson
Office

Dear Sir:

A special meeting will be called whenever the plans for the bridge over the South Fork of the Yamhill River near Whiteson and for the undercrossing of the Southern Pacific Company tracks are ready. Please advise me.

Very truly yours,

State Highway Engineer

RHB:HI

4M 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

May 14, 1937

Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

Plans for the bridge over the South Fork of the Yamhill River near Whiteson and for the undercrossing of the Southern Pacific Company tracks on this same project are well along toward completion. We should be able to complete the plans within a week after location maps are received. It will be necessary to hold a P.U.C. hearing for the undercrossing. The application will be sent to the P.U.C. Commissioner as soon as the vicinity map is received.

We can not get this job ready for the June 3 letting but could probably do so shortly after that date. In view of the fact that our detour bridge is a pile trestle that probably can not be held over winter do you think it advisable to suggest a special meeting to let this project?

Very truly yours,

G S Paxson

G. S. Paxson
Bridge Engineer

GSP DK
cc H. B. Glaisyer

CONTRACT# 1197

FAGS 5-A Bunker Hill O'Xing, S.P. 1937
Coos River Secon.

1997

RECEIVED
MAY 3 - 1939
FOR FILING

April 28, 1939

Mr. R. H. Baldock,
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Mr. Kirkbride's letter of April 18 addressed to you, a copy of which was sent us with your letter of April 25, regarding the Southern Pacific Company's claim in connection with Oregon Federal Aid Grade Crossing Project FAGS 5-A.

Mr. Kirkbride's letter states that the particular items questioned were credited on the basis of joint appraisals. As stated in our letter of March 1, the other items were credited at 91% and 75%, implying predetermination of salvage values. Since one or the other method must be used for all material on a project, a definite statement that all salvage values were determined by joint appraisals should be made if such was the case. Presumably your resident engineer can furnish the information so that further correspondence with the railroad company will be unnecessary.

In this connection, it is noted that General Administrative Memorandum No. 56 requires a definite advance agreement as to the method of determining salvage credits and requires submission of copies of appraisals if the appraisal method is adopted. Strict adherence to this procedure will be expected in connection with projects to which the memorandum is applicable.

Very truly yours,

W. H. LYNCH,
District Engineer

By

F. E. Andrews,
Senior Highway Engineer

[illegible] to [illegible] for reply

RECEIVED
U APR 28 1939
FOR FILING

Fags-5-a

April 25, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to your letter of April 18, 1939, with attached copy of the Southern Pacific Company's letter to your Washington Office containing inquiry concerning final payment for the Bunker Hill Overcrossing Section, Project No. FAGS 5-A.

As stated in your letter, the delay has been occasioned on account of your not having received the additional information requested in your letter of March 1st, 1939, addressed to this office. Our records indicate that a copy of your inquiry was sent to the railroad company on March 7th, and their reply under date of April 18th has just been received. We are, accordingly, enclosing herewith a copy of their letter containing the requested information.

We have noticed on other similar projects a corresponding procedure by the Southern Pacific Company has been followed, viz., an inquiry from your office regarding their bills has been forwarded to them, that their reply has been quite slow and during the interim a letter from Mr. Kendall has been addressed to your Washington office requesting the reason for delay in making final payment.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

SOUTHERN PACIFIC COMPANY

65 Market Street, San Francisco, California

File: 913200/323
G.M.O. 3285

April 18, 1939

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention - Mr. G. S. Paxson

Dear Sir:

Please refer to your letter of March 7, 1939, Re: Bunker Hill Grade Separation and pertaining to items of our billing which have been cited by the Bureau for additional credits.

We have reviewed the items cited and believe the credits as included in our bill are correct and conform to the Bureau's memoranda.

The 168 SH 7"x8" untreated fir cross ties and the 111 lbs. of SH - 7/8"x4-3/8" track bolts were secondhand when placed in the shoofly track. When released they were jointly appraised by representatives of the State and Railroad as scrap.

The 580 lbs. of new 7/8"x4-3/8" track bolts, 435 new lock washers and 3671 lbs. of new 6-21/32" track spikes were new when installed in the shoofly and jointly appraised as useable secondhand materials when released and credits as allowed in our bill are at our current secondhand prices.

Memorandum No. 6 - Section III, Paragraph 8, provides that for temporary trackage, reimbursement for track material be limited to depreciation caused by their reasonable use or loss on the project.

Memorandum 19 indicates that the Bureau considers 6% as a reasonable depreciation on turnouts, crossovers, rails, angle bars and tie plates.

In our allowance of credits for track spikes, track bolts and lock washers, we believe we have correctly interpreted Memorandum No. 19 in that it was not the intent of the Bureau to consider 6% as a reasonable depreciation on such small track fastenings, as spikes, bolts and lock washers which require reconditioning before their reuse.

Very truly yours,

(Sgd) W. H. Kirkbride

A

(COPY)

SOUTHERN PACIFIC COMPANY

65 Market Street, San Francisco, California

EB 220-113 State of Oregon

April 15, 1939

Division of Control,
U. S. Department of Agriculture,
Bureau of Public Roads,
Washington, D. C.

Sirs: Attention: Chief of Division.

We have outstanding on our books the following amounts for expenditures incurred in connection with construction of overpass at Cook, Oregon, and at Marshfield, Oregon (Bunker Hill) covered by bills, as follows:

Bill No.	Month	Location	Amount
403591	Sept. 1938	Cook, Oregon	$ 34.78
403284	Oct. 1938	Marshfield, Oregon	958.29
			$993.07

We received advice from Mr. G. W. Paxson, Oregon State Highway Commission, that the final invoices for these grade separations have been turned over to Bureau of Public Roads for final audit and that the retained percentages in the above amounts cannot be paid until final audit has been completed by the Bureau.

The amounts have been outstanding for some time and we are quite anxious to receive payment of our bills.

We will greatly appreciate anything which you may do in the matter of expediting completion of your audit of the charges, and also, to letting us know approximately when this will be accomplished and approval given the State to pay our bills.

Respectfully

P. J. KENDALL

Per PJK

bc District Engineer
U.S.Department of Agriculture,
Bureau of Public Roads,
Post Office Building,
Portland, Oregon.

March 6, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed the original of the final voucher for the Bunker Hill Section, Project No. FAGS 5.

The period covered has been changed to September 30, 1938, instead of April 19, 1938, as originally submitted.

The inquiry contained in your letter of March 1, 1939, concerning certain items in the railroad company's bill has been submitted to the Southern Pacific Company for additional explanation which will be forwarded to your office as soon as it is received.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

March 1, 1939

RECEIVED
MAR 2 - 19[illegible]
STATE [illegible] COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We enclose the original of the final voucher for Oregon Federal Aid Grade Crossing Project FAGS 5, the Bunker Hill Overcrossing, which indicates it covers the period from July 28, 1937, to April 19, 1938. Since railroad work is billed for months after the final date, it is suggested that the voucher period be extended to include all of September, 1938.

Our field auditor has advised that the materials released from temporary use in shoofly were credited at 94% and 75% where applicable, except the items listed below:

	Charges	Credits
168 S.H. untreated fir crossties 7x8	$54.89	
580# New track bolts 7/8 x 4 3/8	21.81	$10.15
111# S.H. track bolts 7/8 x 4 3/8	1.94	.72
435 S.H. lock washers	14.31	8.70
3671# Track spikes 6-21/32"	101.32	55.07

We believe it will be necessary to allow credit for the above items on the same basis as the others, which will require a reduction in payment of $97.54.

With respect to the claim for construction engineering, we refer you to our letter of March 30, 1938, in connection with Oregon U.S. Works Program Grade Crossing Project WPGH 262-A. It will be necessary to reduce the claim for engineering to 10% of the construction costs, and a reduction in payment will result unless part of the railroad's claim for engineering is shown to actually represent supervision.

Will you please advise us promptly whether or not you concur in the proposed reductions?

Very truly yours,

W. H. Lynch

W. H. LYNCH,
District Engineer

Enclosure

7048 5-a

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
APR 19 1939
OREGON
STATE HIGHWAY COMMISSION

April 18, 1939

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Enclosed is a copy of Mr. Kendall's letter to our Division of Control regarding two grade separation projects, Oregon U. S. Works Program Grade Crossing Project WPGS 294-C and Oregon Federal Aid Grade Crossing Project FAGS 5-A.

The final voucher for WPGS 294-C has been forwarded with our recommendation for payment, but the one for FAGS 5-A is being held in this office awaiting a reply to our letter of March 1st in which certain questions regarding the railroad bill were raised. Any action you can take to expedite submission of the required information will be appreciated.

Yours very truly,

W H Lynch

W. H. Lynch
District Engineer

Encl.

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. J. VON DER HELLEN, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED

RECEIVED

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

Nov. 11, 1938

R. H. Baldock
State Highway Dept.
Salem, Ore.

Attention: G. S. Parson

Dear Sir:

Enclosed find estimate for force account work performed by the S. P. Company on the Bunker Hill Overcrossing which was sent to me by Mr. Parson.

Parson states that the estimate has been checked against the daily work reports on file in his office and found to agree with the total money expended. Freight, insurance, and compensation rates have not been checked as no data on these items was available at his office. A sheet is also attached on which is shown the differences in distribution.

Parson indicated in his letter that the original of these bills has been sent direct to your office, but I was uncertain as to whether or not this approved sheet should also be sent in. If you have no use for it, please return.

Very truly yours,

K. D. LYTLE
Division Engineer

KDL:G

encs

cc: Baldock

HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
[illegible], JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
AUG 2 '38
FOR FILING

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

August 1, 1938

R. H. Baldock
State Highway Engineer
Salem, Ore.

Attention: W. A. Reeves

NOTED

Dear Sir:

In accordance with your request of July 25, we are returning two approved copies of Southern Pacific Company invoice #402712 covering Force Account Work by the railroad company on the Bunker Hill Grade Separation, during March, April and May - 1938.

Since the general administrative memorandum regarding form Emp. 24A quoted in Circular Letter #64 was issued subsequent to the work covered by these bills, the time shown on the bills has not been submitted on form Emp. 24A.

Very truly yours,

K. D. LYTLE
Division Engineer

By:

R. B. Sipprell
Office Engineer

RBS:G

encs

cc: Baldock ✓

FORM 8-61 10M 5-37
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
AUG 2
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

Fagd-5

IN REPLY PLEASE REFER TO FILE NO.

August 1, 1938

R. H. Baldock
State Highway Engineer
Salem, Ore.

Attention: N. G. Smith

Dear Sir:

I am submitting herewith, for your consideration, Order For State Force Work on the Bunker Hill Overcrossing, covering the cleaning of Lot 1, Block 7, Bunker Hill Addition to Marshfield.

When the man removed the buildings from this property which he purchased, he left considerable debris which should be cleaned up. We have contacted this man several times to get him to do the work but without success.

Very truly yours,

K. D. LYTLE
Division Engineer

KDL:C

cc: Bishop
Baldock ✓

RECEIVED
JUL 19 1938
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE REFER TO FILE NO. Fags #5

July 18, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FAGS 5, Bunker Hill overpass, was made by a representative of this office on June 22, 1938.

Three copies of the agreement with the railroad company for the construction of this project should be forwarded this office with or prior to the final voucher, prompt submission of which will be appreciated.

Yours very truly,

W. H. LYNCH
District Engineer

By T. M. Davis
T. M. Davis
Highway Engineer

RECEIVED
JUN 13 1938
FOR FILING
Zag # 5

#1997

June 13, 1938

Maryland Casualty Company,
Hansen & Rowland, Inc. Agents,
Washington Building,
Tacoma, Washington.

Gentlemen:

You are hereby notified that State Highway Contract No. 1997 for the construction of the Bunker Hill Overcrossing on the Coos River Secondary Highway in Coos County, has been completed by the contractors, Mountain States Construction Company, and that final settlement will be made by the State with saidcontractors for work done under said contract on or after June 23, 1938.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served uponnyou as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $42,343.96, including the final payment. Of this amount $68.38 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

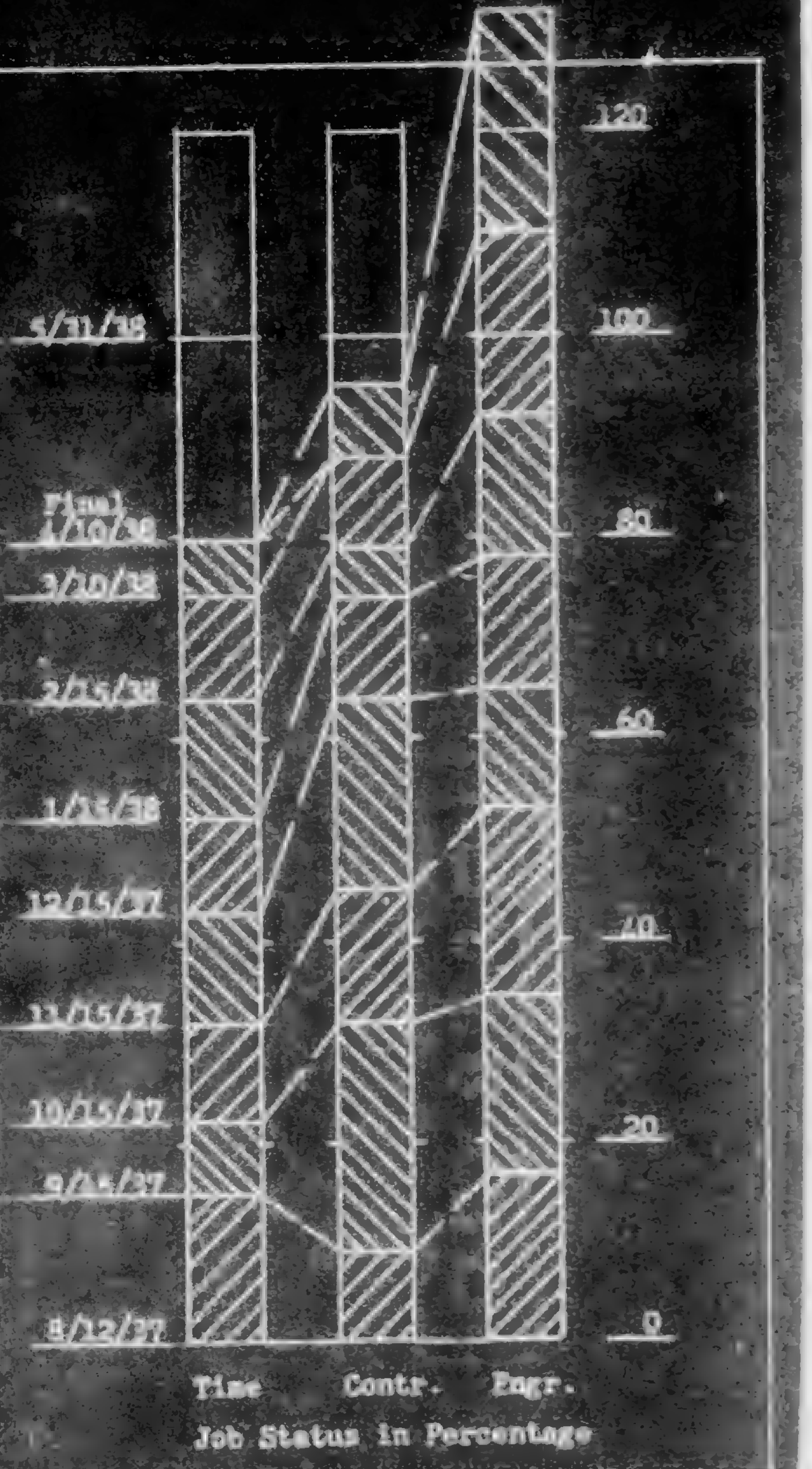
Secretary.

Dict. by J. McFarland.

PROJECT Bunker Hill Grade Separation
DESCRIPTION 150' RC Viaduct, 0.159 Mile Highway Roadway
CONTRACTOR Mountain States Construction Co.
RESIDENT ENGINEER A. F. Parson
CONTRACT AMOUNT $44,768.50 Engr. $3406.00
DATE OF CONTRACT 8/12/37 R.R. work $12,000.00
WORK BEGUN August 31, 1937
COMPLETION DATE May 31, 1938
DATE COMPLETED
JOB 3989 CONTRACT 1937 F.A.P. FAGS 5

CONSTRUCTION DATA

Contractor's Estimate				Engineering		To Complete	
No	Date	Amount	To Date	Amount	To Date	Contract	Engr.
1	9/14/37	4,087.25	4,087.25	600.00	600.00	40,681.25	2806.00
2	10/15/37	10,160.00	14,247.25	550.00	1150.00	30,521.25	2256.00
3	11/15/37	7,751.75	21,999.00	650.00	1800.00	22,769.50	1606.00
4	12/15/37	6,648.00	28,647.00	400.00	2200.00	16,121.50	1206.00
5	1/15/38	4,479.85	33,126.85	450.00	2650.00	11,641.65	756.00
6	2/15/38	2,458.00	35,584.85	490.00	3140.00	9,183.65	266.00
7	3/10/38	[illegible]	[illegible]	640.00	3780.00	6,682.70	620.00
8	4/10/38	5,110.15	[illegible]	720.00	4500.00	-0-	-0-
	(Final)						



Job Status in Percentage

FAGS 5

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

RECEIVED
JUN 2 - 1938
STATE HIGHWAY COMMISSION
SALEM

709

IN REPLY PLEASE
REFER TO FILE NO.

June 1, 1938

R. H. Baldock
State Highway Engineer
Salem, Oregon.

ATTN: G. S. PAXSON

Dear Sir:

I am sending herewith, for your consideration, Order for State Force Work covering oiling of the approaches to the Bunker Hill Overcrossing.

As near as I can figure now it will be at least two years before we will be able to pave this section and I would recommend that the oiling work covered by the order be done at once. This section is very dusty—so much so that the people living adjacent thereto have thrown crank case oil on the roadway.

Very truly yours,

K. D. LYTLE
Division Engineer

cc. R. H. Baldock ✓

KDL:AF

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

May 14,1938

IN REPLY PLEASE
REFER TO FILE NO.

NOTED
State Highway Engineer

RECEIVED
[illegible] 1938
STATE HIGHWAY COMMISSION

R. H. Baldock
State Highway Engineer
Salem, Ore.

Attention: G. S. Paxson

Dear Sir:

Last week I went to see Mr. Wm. Archer who had complained about the construction of the road in front of his property on Mullen Street in Bunker Hill. I found Mr. Archer had gone to Alaska and no one at his house knew just when he would return. Until he comes back, I will do nothing further in regard to this matter.

Very truly yours,

K. D. LYTLE
Division Engineer

KDL:G

cc: Baldock ✓

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
APR 1
FOR FILING

Filed

April 12, 1938

Mr. Wm. Archer
[illegible] Engineer
Marshfield, Oregon

NOTED
State Highway Engineer

Dear Sir:

This will acknowledge receipt of your letter of April 6th relating to the condition of Mullen Street. We are rather surprised at the receipt of this letter as we had understood that this matter had been fully agreed upon by the property owners adjacent to Mullen Street and that everyone affected was satisfied. The matter is being referred again to our Division Engineer for investigation and report.

Very truly yours,
R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

GSP:DK
cc R. H. Baldock
K. D. Lytle
H. G. Smith

2M 12-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

STATE HIGHWAY ENGINEER

BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

April 12, 1938

Mr. K. B. Lytle
Division Engineer
State Highway Department
Roseburg, Oregon

Dear Sir:

Please note attached copy of a letter from Mr. Wm. Archey concerning Mullen Street and my reply to him. Please report on the conditions and give me your recommendation as to the procedure to be followed.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP DK
Enclosure
cc R. H. Baldock
E. G. Smith

B14

Marshfield Oregon
Apr 4 '38

State Highway Commission
Salem Oregon

Dear Sirs

I am writing this as a complaint against the present condition of Mullen Street which was used as a detour while you were building the R.R. overpass at Bunker Hill. Our property [illegible] heavily damaged by the fill made in front of [illegible] by raising the grade over 5 feet.

At a special meeting called by Mr Coffey the Engineer it was agreed that the fill would be reduced two feet. We property owners all

B44 Marshfield Oregon
Apr 4/38

State Highway Commission
Salem Oregon

RECEIVED
APR 11 1938
OREGON
STATE HIGHWAY COMMISSION

Dear Sirs —

I am entering this as a complaint against the present conditon of Mullen Street (County Road) used as a detour while you were building the R.R. overpass at Bunker Hill.

Our property has been heavily damaged by the fill made in front of by raising the grade 4 or 5 feet.

At a special meeting called by Mr Coffey Res. Engineer it was agreed that the fill would be reduced two feet. we property owners all signed this agreement, now the fill has been reduced only 15 inches though the engineer claims it has been lowered the two feet. but the old County Road, grade still shows that it has not,

Now I feel that the grade should be lowered as agreed or our property filled and our house raised to bring same, to same relation to the new grade as same was to the old County Road.

Hoping that you will take action on this at an early date

Yours truly

Wm Archer

#1997

RECEIVED
MAY 2 1938
FOR FILING

#5

May 2, 1938

Maryland Casualty Company,
Hansen & Rowland, Inc., Agents,
Washington Building,
Tacoma, Washington.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to the Mountain States Construction Company on Contract No. 1997, Bunker Hill Overcrossing and grading approaches, on the Coos River Secondary Highway in Coos County. This payment will be made on or after May 11, 1938.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FORM 2-5-1 5M 12-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
MAY 25 1938
FOR FILING

#1997

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

#5

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

April 26, 1938

Mr. H. B. Glaisyer
Secretary
Office

Dear Sir:

For your information Mountain States Construction Company completed their work on Contract 1997 (Bunker Hill Overcrossing) on March 10, 1938. Will you please secure authority from the Commission to pay the final estimate on this job.

The work was completed well within the specified completion date, May 31, 1938, and no time extensions are necessary.

Very truly yours,

G. S. Paxson
Bridge Engineer

By W. A. Reeves DK

W. A. Reeves
Office Engineer

CAG DK

[illegible]
April 29, 1938
H B Glaisyer
Secretary

Form 338—5M—12-36

7a's #5

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending April 2, 1938

Section Bunker Hill Overcrossing

Kind of work Grad. Surf. and Bridge Const.

Highway Coos River Secondary

Section prefix 106-1014

Contractor Mt. States Construction Co.

Contract number 1997

Date of contract August 12, 1938

Date of completion May 31, 1938

Date work started August 31, 1938

Estimated date of completion March 10, 1938

Amount of contract $ 44,768.50

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $ 44,768.50

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 2400., 6 %

Date project was completed March 10th, 1938

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Monday-Merrill Hardcastle and myself worked on final estimate.
Tuesday-Wednesday-Two men and myself went to slide nrth of Arizona Inn, Run a traverse around all test holes and tied into Martins located line. Took elevations of the top and bottom of all test holes.
Thursday-Merrill and Hardcastle on final estimate. Spent the A.M. with Mr. Lytle on proposed change of Dike section south of Coquille. Worked on Final estimate in P.M.
Secured option on new stockpile site at M.P. 304.7 and 300 on Friday.
Boys worked on final estimate.
Saturday-A.F. Parsons left for Tillamook turned over all work in connection with Bunker Hill Overcrossing to me. Final estimate on this project will be finished the first of next week. Boys worked on final

NOTED
H. N. HACKETT

APR 4 - 1938

Signed V H Coppey

Address North Bend, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.186	0.186			
Miles partially completed	"	"			
Miles completed	"	"			
Total estimated quantities	31,800	6,180			
Estimated quantities moved or placed to date	31,200	6,300			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Rain		
Tuesday	"		
Wednesday	Fair		
Thursday	"		
Friday	"		
Saturday	"		

FORM S-2-1 1938 3-37
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

OREGON STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

FOR

#5

7298

March 28, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: O. G. PAXSON

Dear Sir:

Attached are two copies of the Southern Pacific Company's Estimate #7, covering work on the Bunker Hill Overcrossing Project during February.

Yours very truly,

K. D. LYTLE
Division Engineer

By

R. B. Sipprell
Office Engineer

RBS:MDG
cc--R. H. Baldock

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. S. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

FOR FILING

RECEIVED
10 1938
STATE HIGHWAY COMMISSION

IN REPLY PLEASE
REFER TO FILE NO.

March 9, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED

Attention: G. S. PAXSON

Dear Sir:

I am sending you herewith for your approval an order for extra work on the Bunker Hill Overcrossing Project.

The construction of this cess pool is really a right of way consideration but must be taken care of by construction forces.

Yours very truly,

K. D. LYTLE
Division Engineer

KDL:MDG
cc--R. H. Baldock

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

Feb. 24, 1938

NOTED

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: G. S. PAXSON

Dear Sir:

I am enclosing herewith, in duplicate, estimate #6 as submitted by the Southern Pacific Railroad Company.

This bill covers labor and material furnished in connection with the construction of the Bunker Hill Overcrossing during the month of January, 1938.

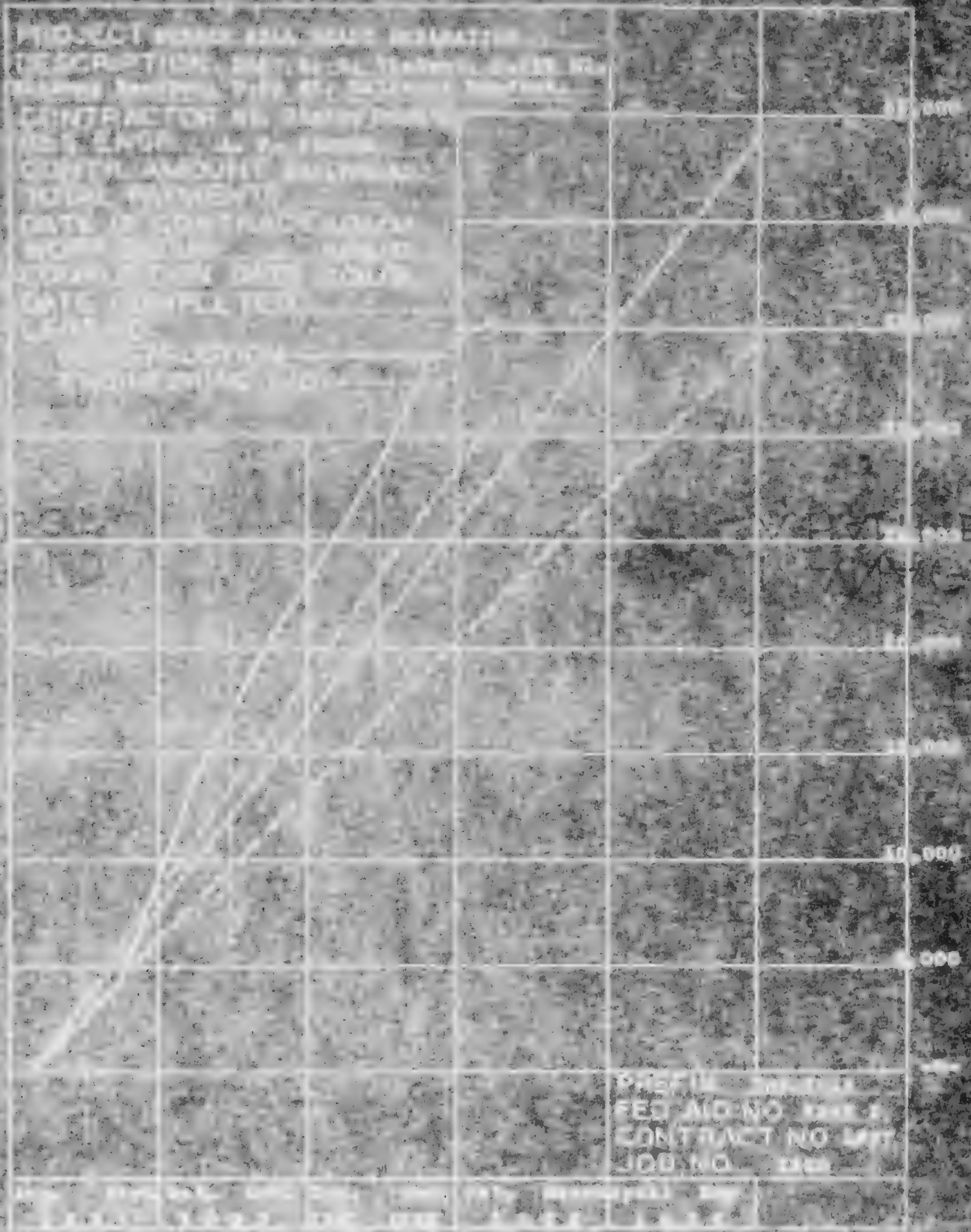
Very truly yours,

K. D. LYTLE
Division Engineer

cc. R. H. Baldock

KDL:AF

CONSTRUCTION PROGRESS CHART



R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
FEB 23 1938
FOR FILING

Feb. 19, 1938

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: G. S. PAXSON

Dear Sir:

I am sending you herewith Order for State Force Work on Bunker Hill Overcrossing Section of the Coos River Secondary Highway.

This order covers the reconstruction of two driveways, one of which was destroyed during grading operations and we are obligated to build the other one in accordance with a right of way agreement.

Very truly yours,

K. D. LYTLE
Division Engineer

cc. R. H. Baldock

KDL:AF

NOTED
State Highway Engineer

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. J. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
FEB 23 1938
FOR FILING

Feb. 19, 1938

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: G. S. PAXSON

Dear Sir:

I am sending you herewith Order for State Force Work on Bunker Hill Overcrossing Section of the Coos River Secondary Highway.

This order covers the re-construction of two stairways, one of which was destroyed during grading operations and we are obligated to build the other one in accordance with a right of way agreement.

Very truly yours,

K. D. LYTLE
Division Engineer

cc. R. H. Baldock

KDL:AF

NOTED

FORM 6-B-1 5M 12-37
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
FEB 24 1938
FOR FILING

Fayd #5

February 16, 1938

Mr. K. D. Lytle
Division Engineer
State Highway Department
Roseburg, Oregon

Dear Sir:

I have Mr. Parson's letter of February 15th, concerning adjustment of the detour road grade on [illegible] Street in Bunker Hill, together with the agreement signed by the property owners. This matter has been discussed with Mr. Baldock who approves of the arrangement. I think that we should have a letter from the Mountain States Construction Company signifying their willingness to do the work at the unit price bid for excavation.

Very truly yours,

G. S. Paxson
Bridge Engineer

NOTED
State Highway Engineer

GSP DK
cc R. H. Baldock
M. Stephenson

[illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

January 28, 1938

7a 98 #5

Mr. K. D. Lytle
Division Engineer
Roseburg, Oregon

Dear Sir:

We have a petition from property owners on Mullens Street at Bunker Hill asking that their houses be raised to the elevation of the new grade on Mullens Street or that the new grade be removed and the old grade on Mullens Street be reestablished. I wish you would look into this matter with the idea of finding out how much responsibility the state has. I expect to visit this job next week and would like to go over the situation on the ground with you.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP DM
cc R. H. Baldock
H. G. Smith

NOTED

FORM 314-C 1M 9-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

January 24, 1938

#5

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Attention: G. S. PAXSON

Dear Sir:

We are enclosing two copies of Estimate No. 4 and Estimate No. 5, covering work done by the Southern Pacific Railroad Company on the Bunker Hill Over--Crossing Project during November and December, 1937.

Yours very truly,

K. D. LYTLE
Division Engineer

By

R. B. Sipprell
Office Engineer

RBS:MDG
cc--R. H. Baldock

RECEIVED
JAN 15 1938
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
JAN 14 1938
OREGON
STATE HIGHWAY COMMISSION

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon FAGS 5
Bunker Hill Overcrossing
Coos River Secondary Highway

January 13, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Highway Engineer

Encls.

Iron

Appr 3 28 34

Form P. R. 2

Federal Aid Grade Crossing

State **Oregon**
Project No. **FAGS 5**

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

Form P. R. 2

PROJECT AGREEMENT

Memorandum of Agreement made this 22nd day of October, 1937 by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly Section 8 of the Act approved June 16, 1936, 49 Stat. 1521 (Public No. 686, 74th Congress).

Whereas the Highway Department of said State submitted on the 20th day of July, 1937, a project statement, which was approved by the Secretary on the 6th day of August, 1937, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for ~~[illegible]~~ said project which were recommended for approval by the United States District Engineer on the 28th day of July, 1937; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of sixty-one thousand, nine hundred ninety-three and 00/100 dollars ($61,993.00) as the share of the United States payable under said act on account of ~~[illegible]~~ said project, which ~~[illegible]~~ is approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 248, laws 1931. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources under Section 8 of the Act approved June 16, 1936, 49 Stat. 1521 (Public No. 686, 74th Congress). (State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 54+54.7 in the SE 1/4, Section 35, T. 25 S., R. 13 W., W. M., and survey station 64+41.6 in the SW 1/4, Section 36, T. 25 S., R. 13 W., W. M.

, length 0.186 / of a mile~~s~~ in Coos County,

being ~~Sxxxxxxxxxxxxxx~~ Oregon Federal Aid Grade Crossing project No. FAGS 5, consisting of 0.158 / of a mile~~s~~ of roadway and one bridge~~s, each~~ of more than 20 feet clear span, 0.028 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of [redacted] said project shall not in any event exceed the sum of sixty-one thousand nine hundred ninety- three and 00/100 dollars ($61,993.00), certified to the Secretary of the Treasury as above mentioned, which [redacted] is

[redacted] the approved total estimated cost of [redacted] said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, laws 1927; Chap. 248, laws 1931.

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 3d day of January, 1938

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell

Chairman, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By F. L. TouVelle

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

SECRETARY OF AGRICULTURE,

By H. J. O'Leary
Acting Chief, Bureau of Public Roads.

8—5513

Form PR. 2—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Grade Crossing ~~P~~roject No. FAGS 5 State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 61,993.00 as the total estimated cost of said project, and the sum of $ 61,993.00 as the share of the United States, payable under said acts on account of such project, which ~~does not exceed the authorized Federal~~ is ~~pro rata share of said~~ total estimated cost.

Done at the city of Washington, this 3d day of January one thousand nine hundred and thirty-eight

SECRETARY OF AGRICULTURE,

By
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE [illegible]

FORM 5-A-1 10M 9-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
JAN 11 1938
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

5

January 8th, 1938

Mr. K. D. Lytle
Division Engineer
State Highway Dept.
Roseburg, Oregon

NOTED
State Highway Engineer

Dear Sir:

In regard to the Bunker Hill Overcrossing, I would recommend that you set your grades so as to allow for a 4-inch black pavement. The 1-inch wearing surface on black pavement is not considered to give particular slab strength.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AH

cc to: R. H. Baldock ✓

FORM 5-A-1 10M 6-27

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

5

OREGON STATE HIGHWAY COMMISSION

SALEM

RECEIVED
OREGON
STATE HIGHWAY COMMISSION

IN REPLY PLEASE
REFER TO FILE NO.

Jan. 5th, 1930

NOTED
State Highway Engineer

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

I have your letter of Jan. 4th, relative to the D'Ambrosia property at Bunker Hill.

I believe that it will be possible for us to fix up the walk but will be over in Marshfield and take a look at it on the ground this week after which I will again write you.

Very truly yours,

K. D. LYTLE
Division Engineer

cc. R. H. Baldock /

KDL:AF

FORM 5-A-1 10M 9-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

5

RECEIVED
OREGON
STATE HIGHWAY COMMISSION

Jan. 5th, 1938

NOTED
State Highway Engineer

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

I have your letter of Jan. 4th, relative to the D'Ambrosia property at Bunker Hill.

I believe that it will be possible for us to fix up the walk but will be over in Marshfield and take a look at it on the ground this week after which I will again write you.

Very truly yours,

K. D. LYTLE
Division Engineer

cc. R. H. Baldock

KDL:AF

FORM 5-A-1 10M 3-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
[illegible], JACKSONVILLE
H. B. GLAISYER, SECRETARY

RECEIVED
JAN 5 1938
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
JAN 5 - 1938
OREGON
STATE HIGHWAY COMMISSION

Jan. 4, 1938

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

There is some doubt in my mind as to what we will ultimately do in regard to the paving of the Bunker Hill Overcrossing Section.

The reason that I am concerned with the paving at this time is on account of the grade elevation. If we are to put a three inch top on the macadam which we are now building we should leave the top about three inches low so that the pavement will fit the bridge deck. Will you please advise regarding this?

Very truly yours,

K. D. LITLE
Division Engineer

cc. R. H. Baldock ✓

KDL:AF

FORM 5-A-1 10M 7-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

Dec. 20th, 1937.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

On Nov. 17th, you wrote asking that I report on the matter of a petition submitted by Mr. Joehnk, Attorney at Marshfield, relative to the approach road built on the east side of Edward Street in connection with the Bunker Hill Grade Separation Project.

Mr. Coffey met with the property owners involved and with Mr. Joehnk on the ground and I believe they have reached a peaceful solution of the controversy. We found that it was impractical to lessen the grade but we did agree to make the approach a little wider. If the grade were lessened it would throw the fill out over the railroad cutbank or else it would be necessary to purchase additional right of way for this road. The raising of the approach would also force one of the property owners to encroach on another man's land in getting into his garage.

I am attaching hereto a map which shows the situation.

Very truly yours,

K. D. LYTLE
Division Engineer

cc. R. H. Baldock

KDL:AF

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
DEC 20 1937
FOR FILING
OREGON STATE HIGHWAY COMMISSION

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

5

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

December 17, 1937

NOTED

Bureau of Public Roads
Box 3900
Portland, Oregon

Re: Bunker Hill Overcrossing
FAGS-5

Gentlemen:

Please note attached copy of a letter from our resident engineer on the above project which is a partial shut down order affecting the excavation of the railroad revision. This will delay the contractor's work to some extent and may become the basis for an extension of time in order to complete the work.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

GSP EK
Enclosure
cc K. D. Lytle
R. H. Baldock

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

COPY

Box 605 North Bend, Oregon
December 11, 1937

Mountain States Construction Company
1644 Washington Street
Eugene, Oregon

Gentlemen:

This letter is to confirm my instructions to your Mr. Hamilton yesterday, regarding your grading operations on the Bunker Hill Overcrossing near Marshfield.

It is my understanding from Mr. Hamilton that you will start grading again on the shoo fly cut after the first of the year, weather permitting.

Due to the nature of the soil to be removed from this cut not giving a satisfactory fill under wet conditions, you are not to haul any of this material to the big fill on the coast highway until it has dried sufficiently to permit layer compaction. The approaches to the overcrossing should be made as soon as the structure is completed.

CC G. S. Paxson
K. D. Lytle
V. L. Coffey

Very truly yours

Arvid F. Parson
Resident Bridge Engineer

FORM 5-A-1 10M 7-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

OREGON STATE HIGHWAY COMMISSION

SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

IN REPLY PLEASE
REFER TO FILE No.

RECEIVED
DEC 18 1937
FOR FILING
5

RECEIVED
DEC 17 1937
STATE HIGHWAY COMMISSION

Dec. 16th, 1937

NOTED
State Highway Engineer

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: G. S. PAXSON

Dear Sir:

Sometime ago Mr. Smith called me up and asked me to investigate the slide which was threatening the building on the south and west side, of the Bunker Hill Overcrossing project.

After looking the matter over with Mr. Paxson and Mr. Stephenson and also talking about it to Mr. Benson, I came to the conclusion that we might, by putting a post at one corner of the building, be able to save it and not have to buy out the property owner. As the cost of this work was small I thought it might be well to spend the money on the chance that the situation would be corrected. It occurred to me that after the contractors got through digging and working around the building that there probably will not be any slides which will endanger it.

In order to do this work I am submitting herewith Order For State Force Work, which I recommend be approved.

Very truly yours,

K. D. LYTLE
Division Engineer

cc. R. H. Baldock
cc. H. G. Smith

KDL:AF

FORM 5-A-1 10M 7-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE REFER TO FILE NO.

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RECEIVED 1937 STATE HIGHWAY COMMISSION

Dec. 16th, 1937

NOTED
State Highway Engineer

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: G. S. PAXSON

Dear Sir:

I am sending you herewith a copy of a letter written by A. F. Parson relative to grading on the Bunker Hill Project.

Before this letter was written the matter was discussed from every angle with both Mr. Hamilton and Mr. Parson and it seems to me that both the contractor and the Highway Department would best be served by the postponing of the completion of the grading work until the weather is more favorable. As the job now stands it is impossible for the contractor to place the fill in layers and there is some danger that this wet material might cause some trouble with the railroad track which is immediately below our fill.

If you have any objections to this mode of procedure it is requested that you advise us at once so that we can cancel our order to the contractor.

Very truly yours,

K. D. LYTLE
Division Engineer

cc. R. H. Baldock
cc. A. F. Parson

FORM 5-A-1

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
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FOR FILING

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RECEIVED
DEC 13 1937
STATE HIGHWAY COMMISSION

December 11, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: G. S. PAXSON

Dear Sir:

We are enclosing four copies of Estimate No. 3 submitted by the Southern Pacific Railroad Company for the month of October, 1937, for work and materials on the Bunker Hill Overcrossing Project.

Yours very truly,

K. D. LYTLE
Division Engineer

By

R. B. Sipprell
Office Engineer

RBS:MDG
cc--R. H. Baldock ✓

NOTED
State Highway Engineer

FORM [illegible] 1936 6-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
[illegible] TOU VELLE, JACKSONVILLE
[illegible]

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

December 4th, 1937

Mr. E. B. Lytle
Division Engineer
State Highway Dept.
Roseburg, Oregon

Dear Sir:

The right of way department has called my attention to the necessity for raising the sidewalk grade in front of the D'Ambrosia property at Bunker Hill. They report that the store building has been raised 3½ feet, but there seems to be no intention of raising the sidewalk.

Please investigate this to see that it is fixed up in a permanent manner.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

NOTED
C. B. McCullough

FORM 1-04 APR. 1-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

November 17, 1937.

IN REPLY PLEASE
REFER TO FILE NO.

5

Mr. K. D. Lytle,
Division Engineer,
Roseburg, Ore.

Dear Sir:

Attached is a copy of a letter from Mr. Joehnk, attorney at Marshfield, relative to approach road built to Edward Street on the Bunker Hill Grade Separation.

Will you please give us a detailed report and your recommendation in order that we might reply to Mr. Joehnk.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H

CC to
R.H.Baldock

FORM S-A-1
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
[illegible] 1937
OREGON
STATE HIGHWAY COMMISSION

#5

November 16, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. SMITH

Dear Sir:

There is so much traffic on the Bunker Hill Section of the Coos River Secondary Highway that it will be necessary for us to oil or pave the traveled surface.

The cost of placing an O-11 oil mat, including the oiling of the approach roads to the right of way line, is estimated at $1,070.00.

The cost of a five inch asphaltic concrete pavement, including the oiling of the approach roads to the right of way line, is estimated at $3,600.00.

The above figures are figured on the basis of the state doing the work.

Please advise what you wish to do in regard to this matter.

Very truly yours,

K. D. LYTLE
Division Engineer

KDL:MDG
cc--R. H. Baldock ✓

NOTED
State Highway Engineer

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
NOV 17 1937
OREGON
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

November 16, 1937

#5

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: W. A. REEVES

Dear Sir:

Reference is made to yours of November 8th relative to the reason for tile drain covered by price agreement #2, on the Bunker Hill Overcrossing Project, Coos River Secondary Highway, Contract 1997.

The 8" drain tile is to be installed to take up underground water between Stations 56/60 and 56/75 and between 60-/90 and 61/20. There is considerable water coming out of the ground at these locations and it was thought the best way to handle it would be to instal the drain tile.

Yours very truly,

K. D. LYTLE
Division Engineer

KDL:MDG
cc--R. H. Baldock ✓

NOTED
State Highway Engineer

FORM 2-A-1 3M 5-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. E. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

FOR FILE

5

November 4, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Attention: G. S. PAXSON

Dear Sir:

I am sending you herewith Price Agreement #5 on the Bunkerhill Overcrossing Project, covering the salvaging of 1,000 cu. yds. of ballast materials which will, after being salvaged, be used as roadbed topping.

When the railroad company ~~[illegible]~~ built the shoofly track on the west side of the cut they used approximately 1,000 cubic yards of material as ballast and it is this that we intend to salvage. If it is not salvaged, we will have to pay the contractor 30¢ per cubic yard, plus whatever haul there is for taking it out, but by salvaging it we will save approximately 90¢ per cubic yard, as our price for the roadbed topping in place is $2.00.

I realize that the price of $1.40 per cubic yard is high but we have been unable to persuade them to come down. This material will have to be salvaged, stockpiled and then picked up again and placed on the road which accounts in some measure for the price the contractor is asking.

I would like to have you advise me tomorrow by wire or phone as to whether or not this agreement will be approved, as Mr. Coffey tells me the contractor wishes to start work on this item next Monday and of course we should be advised before that date.

Very truly yours,

K. D. LYTLE
Division Engineer

KDL:MDG
cc--R. H. Baldock ✓

FORM 9-A-1 5M 9-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

November 4, 1937

NOTED
State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: G. S. PAXSON

Dear Sir:

I am sending you herewith for your approval price agreement #2, covering the installation of 115 feet of 8" porous drain tile on the Bunker Hill Overcrossing Project.

I would be pleased to have you send this back to me at an early date if it is approved.

Very truly yours,

K. D. LYTLE
Division Engineer

KDL:MDG
cc--R. H. Baldock

RECEIVED
OCT 19 1937

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

(Stencil #28)

RECEIVED
OCT 18 1937
OREGON
STATE HIGHWAY COMMISSION

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon FAGS 5
Bunker Hill Overcrossing
Coos River Highway

October 16, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Highway Engineer

Iron

FORM 2-A-1 5M 9-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
OCT 1 1937
FOR FILING

RECEIVED
SEP 28 1937
OREGON
STATE HIGHWAY COMMISSION

NOTED
State Highway Engineer

September 27, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. SMITH

Dear Sir:

Appended hereto please find price agreement covering the removal of 168½ square yards of old pavement on the Bunker Hill Overcrossing section. The price of fifty cents per square yard is rather high but I have approved it due to the small quantity involved.

We could only find one job, that at the south approach to the Coos Bay Bridge, where this amount had been bid. Most jobs have been running around thirty cents, but in all of them the quantity involved was much larger.

Yours very truly,

K. D. Lytle ABS.
K. D. LYTLE
Division Engineer

KDL:MDG
cc--R. H. Baldock ✓

RECEIVED
SEP 16 1937
FOR FILING
5

September 14, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the Bunker Hill Overcrossing Section, Project No. FAGS 5.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Aid Grade Crossing
Project No. FAGS 5

BUNKER HILL OVERCROSSING SECTION

OF THE COOS RIVER HIGHWAY IN COOS COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 8, 1937

Roadway

All Required		Clearing and Grubbing (30%)		$ 90.00
120	cu. yds.	Trench Excavation	$ 1.00	120.00
250	cu. yds.	Excavation, Single Classif.	0.30	75.00
250	yd. sta.	Overhaul	0.02	5.00
4,000	yd. mi.	Truck Haul	0.10	400.00
0.16	mile	Finishing Roadbed and Slopes	300.00	48.00
420	lin. ft.	12" Concrete Pipe	1.25	525.00
140	lin. ft.	18" Concrete Pipe	2.50	350.00
1	only	Concrete Catch Basin	35.00	35.00
650	lin. ft.	Cable Guard Fence	1.20	780.00
550	lin. ft.	Timber Handrail	0.75	412.50
1,700	cu. yds.	Selected Roadbed Topping	2.00	3,400.00
400	cu. yds.	1¼" - 0" Material in Surfacing	2.35	940.00
30	cu. yds.	⅜" - 0" Material in Footpaths	3.40	102.00
150	cu. yds.	Filler	0.40	60.00
75	yd. mi.	Hauling Filler	0.20	15.00
100	M-Gal.	Sprinkling	1.00	100.00
		Subtotal		$ 7,457
		10% Engr. & Cont.		745
		Total		$ 8,202

Structure

All Required		Clearing and Grubbing (70%)		$ 210.00
110	cu. yds.	Trench Excavation	$ 1.00	110.00
31,550	cu. yds.	Excavation, Single Classif.	0.30	9,465.00
10,750	yd. sta.	Overhaul	0.02	215.00
7,800	yd. mi.	Truck Haul	0.10	780.00
0.67	mile	Finishing Roadbed and Slopes	300.00	201.00
110	lin. ft.	12" Concrete Pipe	1.25	137.50
60	lin. ft.	18" Extra Strength Concrete Pipe	2.75	165.00
60	lin. ft.	24" Concrete Pipe	3.25	195.00

100	lin. ft.	24" Extra Strength Concrete Pipe	$ 3.75	$ 375.00
3,700	cu. yds.	Selected Roadbed Topping	2.00	7,400.00
350	cu. yds.	1½" - 0" Material in Surfacing	2.35	822.50
150	cu. yds.	Filler	0.40	60.00
75	yd. mi.	Hauling Filler	0.20	15.00
100	M-Gal.	Sprinkling	1.00	100.00
300	cu. yds.	Structural Excavation	3.00	900.00
25	cu. yds.	Structural Excavation Below Plans	10.00	250.00
2,200	lin. ft.	Foundation Piling	0.40	880.00
410	cu. yds.	Class "D" Concrete	22.00	9,020.00
80,000	lbs.	Metal Reinforcement	0.052	4,160.00
320	lin. ft.	Concrete Handrail	4.50	1,440.00
				$ 36,901

Work Performed by R. R. Co's Forces

All Required	Remove and Reconstruct Railway and Telegraph Facilities	$ 12,000
	Subtotal	$ 48,901
	10% Engr. & Cont.	4,890
	Total	$ 53,791

Length of Roadway	0.158 mile
" " Structure	0.028 "
Total Length	0.186 "
Cost per mile, Roadway	$ 51,911

FAGS Funds Requested:

Roadway- -	$ 8,202
Structure- -	53,791
	$ 61,993

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 248, laws 1931

State Funds for Maintenance: Chap. 41, laws 1927; Chap. 248, laws 1931

Oregon State Highway Department

Federal Aid Grade Crossing
Project No. FAGS 5

BUNKER HILL OVERCROSSING SECTION OF THE

COOS RIVER HIGHWAY IN COOS COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, July 22, 1937

Roadway

All Required		Clearing and Grubbing (30%)		$ 240.00
120	cu. yds.	Trench Excavation	$ 1.00	120.00
250	cu. yds.	Excavation, Single Classif.	0.30	75.00
250	yd. sta.	Overhaul	0.02	5.00
4,000	yd. mi.	Truck Haul	0.15	600.00
0.16	mile	Finishing Roadbed and Slopes	300.00	48.00
420	lin. ft.	12" Concrete Pipe	1.50	630.00
140	lin. ft.	18" Concrete Pipe	2.50	350.00
1	only	Concrete Catch Basin	35.00	35.00
650	lin. ft.	Cable Guard Fence	1.00	650.00
550	lin. ft.	Timber Handrail	0.50	275.00
1,700	cu. yds.	Selected Roadbed Topping	2.70	4,590.00
400	cu. yds.	1½" - 0" Material in Surfacing	3.00	1,200.00
30	cu. yds.	⅜" - 0" Material in Footpaths	3.00	90.00
150	cu. yds.	Filler	0.40	60.00
75	yd. mi.	Hauling Filler	0.20	15.00
100	M-Gal.	Sprinkling	2.00	200.00
			Subtotal	$ 9,183
			10% Engr. & Cont.	918
			Total	$ 10,101

Structure

All Required		Clearing and Grubbing (70%)		$ 560.00
110	cu. yds.	Trench Excavation	$ 1.00	110.00
31,550	cu. yds.	Excavation, Single Classif.	0.30	9,465.00
10,750	yd. sta.	Overhaul	0.02	215.00
7,800	yd. mi.	Truck Haul	0.15	1,170.00
0.67	mile	Finishing Roadbed and Slopes	300.00	201.00
110	lin. ft.	12" Concrete Pipe	1.50	165.00
60	lin. ft.	18" Extra Strength Concrete Pipe	2.50	150.00
60	lin. ft.	24" Concrete Pipe	4.00	240.00

100	lin. ft.	24" Extra Strength Concrete Pipe	$ 4.50	$ 450.00
3,700	cu. yds.	Selected Roadbed Topping	2.70	9,990.00
350	cu. yds.	1½" - 0" Material in Surfacing	3.00	1,050.00
150	cu. yds.	Filler	0.40	60.00
75	yd. mi.	Sealing Filler	0.20	15.00
100	M-Gal.	Sprinkling	2.00	200.00
300	cu. yds.	Structural Excavation	3.00	900.00
25	cu. yds.	Structural Excavation Below Plans	5.00	125.00
2,200	lin. ft.	Foundation Piling	0.60	1,320.00
410	cu. yds.	Class "D" Concrete	22.00	9,020.00
80,000	lbs.	Metal Reinforcement	0.06	4,800.00
320	lin. ft.	Concrete Handrail	5.00	1,600.00
				$ 41,806.00

Work Performed By R. R. Co's Forces

All Required	Remove and Reconstruct Railway and Telegraph Facilities	$ 12,000

Subtotal	$ 53,806
10% Engr. & Cont.	5,380
Total	$ 59,186

Length of Roadway	0.158 mile
" " Structure	0.028 "
Total Length	0.186 "
Cost per mile, Roadway	$ 63,930

FAGS Funds Requested:

Roadway- $ 10,101
Structure- 59,186

$ 69,287

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

WORK TO BE PERFORMED BY SOUTHERN PACIFIC COMPANY

ON THE BUNKER HILL SECTION

PROJECT NO. PAGE 5

Remove and Replace Main Line Tracks	$ 5,279
Construct and Remove Shoofly	3,986
Install Guard Rail	552
Maintain Shoofly	1,069
Remove Crossing Bell	63
Alteration to Telegraph Lines	563
Inspection	488
	$ 12,000

[illegible]

[illegible]

[illegible]

[illegible]

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.______

POST OFFICE BUILDING
PORTLAND, OREGON

July 28, 1937.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P.S. & E. documents for Oregon FAGS No. 5, the Bunker Hill Overcrossing Section of the Coos River Highway have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

Concurrence in award will be withheld pending approval of the project statement.

Prompt submission of the bid tabulation and agreement estimate will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By

L. J. Caufield
Highway Engineer

RECEIVED
JUL 30 1937
OREGON
STATE HIGHWAY COMMISSION

BUNKER HILL OVERCROSSI

ENGINEER'S ESTIMATE

ITEM NO.	ITEM		UNIT PRICE	AMOUNT
1.	Clearing and Grubbing	All specified		$ 800.00
2.	Trench Excavation	250 cu. yds.	1.20	300.00
3.	Excavation, Single Class	31,800 cu. yds.	0.30	9540.00
4.	Overhaul	11,000 yds. stas.	0.02	220.00
5.	Truck Haul	11,800 yd. Mis.	0.16	1888.00
6.	Finishing Roadbed and Slopes	0.83 Miles	300.00	249.00
7.	12-inch Concrete Pipe	530 lin. ft.	1.60 ~~1.20~~	636.00
8.	18-inch Concrete Pipe	140 lin. ft.	2.25	315.00
9.	18-inch Extra Strength Conc. Pipe	60 lin. ft.	2.50	150.00
10.	24-inch-Concrete Pipe	180 lin. ft.	3.50	630.00
11.	24-inch Extra Strength Conc. Pipe	100 lin. ft.	4.00	400.00
12.	Concrete Catch Basins	1 only	35.00	35.00
13.	Cable Guard Fence	650 lin. ft.	1.00	650.00
14.	Timber Handrail	550 lin. ft.	0.60	330.00
15.	Selected Roadbed Topping	5,400 cu. yds.	2.70	14580.00
16.	1-¼"-0" Material in Surfacing	750 cy.yds.	2.80	2100.00
17.	½"-0" Material in Footpaths	30 cu. yds.	3.00	90.00
18.	Filler	300 cu. yds.	0.40	120.00
19.	Hauling Filler	150 yd. mis.	0.15	22.50
20.	Sprinkling	200 M-gals.	2.00	400.00
21.	Structural Excavation	300 cu. yds.	3.00	900.00
22.	Structural Excavation Below Elevations shown	25 cu. yds.	5.00	125.00
23.	Foundation Piling	2,200 lin. ft.	0.80	1760.00
24.	Class "D" Concrete	410 cu. yds.	22.00	9020.00
25.	Metal Reinforcement	80,000 lbs.	0.07	5600.00
26.	Concrete Handrail	320 lin. ft.	4.00	1280.00
			Total - -	$44,140.50

RECEIVED
- 1937

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
[illegible] 1937
STATE HIGHWAY COMMISSION

August 12, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Grade Separation Project No. FAGS 5, Bunker Hill Overcrossing section of the Coos River Secondary Highway, to the Mountain States Construction Co., Eugene, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

FORM 5-E-1 4M 5-37

Commissioners
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

REC[illegible]
SEP [illegible]
F[illegible]

5

September 7, 1937

[illegible] & [illegible]
Hall Building
Marshfield, Oregon

Gentlemen:

Your letter of September 1, relative to drainage in the vicinity of the Bunker Hill Grade Separation job near Marshfield, has been referred to our engineers on this project for such action as may be necessary to remedy the condition.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

GSP DK
cc R. D. Lytle
R. G. Smith
R. H. Baldock

NOTED
[illegible]

FORM 5-E-1 4M 3-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

September 7, 1937

Mr. K. D. Lytle
Division Engineer
State Highway Department
Roseburg, Oregon

Dear Sir:

Please note attached letter with reference to drainage at Bunker Hill. Please take such steps as are necessary to remedy the condition complained of.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP DK
Attachment
cc A. F. Parsons
H. G. Smith
R. H. Baldock ✓

C
O
P
Y

GILES & DASHNEY
Hall Building
Marshfield, Oregon

September 1, 1937

Oregon State Highway Commission

Salem, Oregon

Gentlemen:

Our clients, Mr. and Mrs. Reginald Gray of 885 Howard Street, Bunker Hill, Marshfield, Oregon, have requested us to register a complaint with you and to notify the State Board of Health of same, in regard to the stoppage of the drainage facilities and the resulting unsanitary conditions existing as a result of the grading operations being carried on by the commission in constructing the state highway approach to the new overhead crossing at Bunker Hill.

There is what might be called a gulch slightly West of Mullen Street in Bunker Hill that converges to a point where Mullen Street intersects with Howard Street. It appears that numerous cesspools drain into this gulch, the waters of which are in turn lowered by means of a drain located approximately at the intersection of Mullen and Howard Streets. This drain is now blocked by the grading operations; and there is no permanent or temporary drain provided as yet. Naturally this water and filth is being backed up and is approaching our clients' property and creates not only an unsightly mess but is a breeding place for disease.

We wish them to notify you that immediate action is necessary to correct this situation; and that in the event there is damage or injury to our clients' property or health as a result of this condition, we will hold you responsible therefor.

Very truly yours,

GILES & DASHNEY

By W. H. Dashney (Signed)

WHD:vs
cc/State Board of Health,
Salem, Oregon
County Health Officer,
Coos County, Coquille, Oregon

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SEP 3 1937
FOR FILING
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September 2, 1937

Mt. States Construction Co.
1644 Washington Street
Eugene, Oregon

Gentlemen:

By express we are forwarding to you a fully executed copy of contract No. 1997 awarded to you on August 12, 1937, for the construction of an overcrossing structure over the Southern Pacific Company's tracks on the Coos River Secondary Highway at Bunker Hill in Coos County.

This copy is for your records and files.

Very truly yours,

Secretary

AM

CC CC

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AUG 30 1937
FOR FILING
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August 24, 1937

National Reemployment Service
Southwestern Oregon Bank Building
Marshfield, Oregon

Attention: Mr. George A. Bellemi
Manager

Gentlemen:

The matter of wage scale to be paid on the Bunker Hill Overcrossing project has been the subject of some correspondence between the Building Trades Council of Marshfield and this office. For your information I would call your attention to the fact that the rates of pay set up in our specifications are minimum rates for the various classes of labor. An increase in these rates is a matter for negotiation between the contractor and labor itself. This department is only empowered to require that rates of pay lower than the minimum specified are not established.

Very truly yours,

R. H. Baldock
State Highway Engineer

REFERRED TO
G. S. Paxson
By State Highway Engineer

Please prepare substantially the same letter as you did before for my signature.

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

August 20, 1937

dock
Engineer

AUG 24 1937

Please note attached from the Department
ave already written the Building Trades Coun-
signature telling them that our control of wages
enforcing the minimum wage scale set up by the
nment. Do you wish any answer to this communication?

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP DK
Att.

FORM 2-E-1 4M 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

August 20, 1937

Mr. R. H. Baldock
State Highway Engineer
Office

AUG 24 1937

Dear Sir:

Please note attached from the Department of Labor. I have already written the Building Trades Council for your signature telling them that our control of wages is limited to enforcing the minimum wage scale set up by the federal government. Do you wish any answer to this communication?

Very truly yours,

GSPaxson
G. S. Paxson
Bridge Engineer

GSP DK
Att.

U.S. DEPARTMENT OF LABOR
UNITED STATES EMPLOYMENT SERVICE

NATIONAL REEMPLOYMENT SERVICE

G. S. Paxson

Southwestern Ore. Bank Bldg.
Marshfield, Oregon
August 19, 1937

Mr. G. S. Paxson, Engineer
Oregon State Highway Commission
Salem, Oregon

AUG 24 1937

Dear Mr. Paxson:

This will inform you that this office has received a protest from the Building Trades Council of Marshfield and vicinity in regard to the proposed wage scale for the Bunkerhill overhead railroad crossing job.

We, of course, have no authority in this matter but I did tell Mr. Leaton, their secretary, that I would advise you that the prevailing wage scale for unskilled labor in this locality is 75¢ per hour rather than the 50¢ figure which they were quoted.

Very truly yours,

George A. Belloni

GAB:HT

George A. Belloni, Mgr.
National Reemployment Service

FORM 5-E-1 [illegible] 2-37

Commissioners
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED [illegible] 1937

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August 23, 1937

Mr. J. M. Devers
Attorney
Office

Dear Sir:

Herewith duplicate copies of the State-Railroad agreement covering the construction of the overcrossing at Bunker Hill near Marshfield in Coos County. I have examined these agreements and have no objection to them.

On page 6, last paragraph of Section 7 of the agreement it is provided that irrespective of whether certain items are reimbursible under Works Program General Memorandum No. 6 the state agrees to reimburse the railroad. These items are, (1) and (2), repairing damage to railroad and telegraph company properties caused by work performed by the state. On page 29 of our contract with the contractor under the paragraphs headed "Rearrangement of Telegraph and Signal Lines" and Coordination of Operations with the Railroad Company" we provide that the cost of reparing any such damages shall be deducted from the contractor's estimate. Items (3) and (4) provide for reimbursement for patrolling telegraph and telephone and signal lines and watchmen and flagmen. Watchmen and flagmen are specifically made reimbursible in Works Program General Memorandum No. 7 which is a clarification of No. 6. Patrolmen of telegraph lines are in a sense flagmen and the cost of repairs to these lines is to be deducted from the contractor's estimate under the above mentioned specification.

In view of the above I would not object to this paragraph of the agreement. I would ask that you further examine the agreement and if found satisfactory send it to Mr. Baldock for submission to the Highway Commission for approval. We are ready to begin work on this project and these agreements should be approved as soon as possible. I understand that the Commission is to meet during this week.

Very truly yours,

G. S. Paxson
Bridge Engineer

NOTED
State Highway Engineer

GSP DK
Enclosures
cc R. H. Baldock

FORM 5-A-1 8M 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

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AUG 23 1937
OREGON
STATE HIGHWAY COMMISSION

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AUG 24 1937
FOR FILING
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August 21, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

ATTENTION: G. S. PAXSON
Bridge Engineer

Dear Sir:

If you wish to have any work done on the Bunker Hill Grade Separation project at North Bend during the coming week, I would suggest that you get in touch with Mr. V. H. Coffey, Resident Engineer at North Bend, who will do whatever you suggest.

I will be gone on my vacation during the coming week. The contracts on this job will be sent to Mr. Coffey.

Very truly yours,

K. D. LYTLE
Division Engineer

KDL:lc
cc: R. H. Baldock ✓
V. H. Coffey

NOTED
State Highway Engineer

RECEIVED
AUG 19 1937
FOR FILING
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August 18, 1937

Mr. W. J. Lesher
Secretary
Building Trades Council
Marshfield, Oregon

Dear Sir:

We advised you under date of August 9th that the Bunker Hill grade separation project would be built by contract, financed from federal funds, and subject to the mandatory federal labor provisions. The rates of pay set up in this specification are minimum rates for the various classes of labor. An increase in these rates is a matter for negotiation between the contractor and labor itself. This department is only empowered to require that rates of pay lower than the minimum specified are not established.

Very truly yours,

R. H. Baldock
State Highway Engineer

BUILDING AND CONSTRUCTION TRADES COUNCIL
IN AFFILIATION WITH
BUILDING AND CONSTRUCTION TRADES DEPARTMENT
AMERICAN FEDERATION OF LABOR

NOTED

Address of Writer Building Trades Council Council
Marshfield, & Vicinity

August 14 1937

RECEIVED
AUG [illegible] 1937

Mr. George S. Paxson,
Bridge Engineer,
State Highway Commission,
Salem, Oregon.

Dear Sir:

We are in receipt of your letter of recent date, regarding wages to be paid on over-head Railroad Crossing, to be built in Bunkerhill. In your letter you state that unskilled labor will be 50¢ per hour.

We are taking this opportunity of letting you know that there is no 50¢ per hour prevailing wage scale in this locality, and has not been for some time.

Therefore, we wish to advise your officer, that any attempt to work common labor on this particular job for less than the prevailing wage scale for this locality, which is 75¢ per hour, will meet with our most strenuous opposition.

Trusting to hear from you in regard to this matter, we remain,

BUILDING TRADES COUNCIL,
Marshfield & Vicinity.

By W. J. Leaton
Secretary

WJL:SD

RECEIVED
AUG 14 1937
FOR FILING

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August 13, 1937

Mountain States Construction Co.,
1644 Washington Street
Eugene, Oregon

Gentlemen:

The State Highway Commission awarded to you yesterday the contract covering construction of the overcrossing structure over the Southern Pacific Company tracks on the Coos River Secondary Highway, at Bunker Hill, in Coos County. This award was based on your low bid of $44,768.50 submitted on that date. Contract forms will be sent to you in a few days for execution.

Yours very truly,

Secretary

HBG:MC

cc - Bridge Dept.
K. D. Lytle

FORM 5-R-1 8M 6-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

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Grad. Crossing
P U C

August 6, 1937

Mr. G. S. Paxson
Bridge Engineer
Office

Dear Sir:

Herewith we hand you copy of P. U. C. Order No. 4765, file F-1837, in the matter of the application of the State of Oregon, by and through its State Highway Commission, for permission to construct an overcrossing over and across the tracks of the Coos Bay Branch of Southern Pacific Company on the Coos River Secondary Highway No. 241 at Marshfield in Coos County.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

Enclosure
JWD:AW
cc Mr. R. H. Baldock
Mr. H. G. Smith
Mr. K. D. Lytle
Mr. John Beakey

P.U.C. OREGON ORDER NO. 4765

BEFORE THE PUBLIC UTILITIES COMMISSIONER OF OREGON

In the matter of the application of the State of Oregon, by and through the State Highway Commission, for permission to construct an overcrossing over and across the tracks of the Coos Bay Branch of Southern Pacific Company on the Coos River Secondary Highway No. 241 at Marshfield in Coos County.	F-1837

Pursuant to Statutory notice, the above entitled matter came on for hearing before Thomas O. Russell and John H. Bagley, Jr., sitting as examiners for the Public Utilities Commissioner of Oregon, at the City Hall, Marshfield, Oregon, at 10:00 A. M., July 21, 1937.

Appearances were entered:

For Oregon State Highway Commission by Honorable J. W. De Souza, Assistant Attorney;

For Southern Pacific Company by Dey, Hampson & Nelson, Attorneys, by Alfred A. Hampson and Frank C. McColloch.

In this application, Oregon State Highway Commission seeks authority to construct an overcrossing over the right of way and tracks of the Coos Bay Branch of the Southern Pacific Company on Newport Avenue east of Edward Street in Bunker Hill Addition in Marshfield, this grade separation structure to be part of the highway improvement connecting the Coos River Secondary Highway and the Oregon Coast Highway, the cost of the structure and its appurtenances to be paid for through the Highway Commission from Federal grade crossing elimination funds, expended under the terms of Works Program General Memorandum No. 6 of the Bureau of Public Roads, and its subsequent amendments.

The evidence showed that, except as to minor details, Oregon State Highway Commission and Southern Pacific Company, are in substantial accord.

That the highway in question is to carry a very considerable amount of traffic, and that a grade separation at this point is in the interests of public safety, and that the proposed plan has the sanction of the City of Marshfield.

Based on the record herein, the Commissioner makes and enters the following

FINDINGS OF FACT

I.

That the road for which the crossing is prayed for herein is a part of the highway system of the State of Oregon open to and used for travel by the public.

II.

That a grade separation at this point is advisable in view of the relatively heavy traffic for which it is constructed, and that the overcrossing as proposed offers the best solution of the problem of grade separation.

III.

That as to clearances, the proposed structure complies in all particulars to the Commissioner's General Order No. 99.

IV.

That the plans accompanying the petition have the approval of Southern Pacific Company and the United States Bureau of Public Roads.

V.

That the construction of the structure is to be paid for by Oregon State Highway Commission from Federal grade crossing elimination funds under the terms of Works Program General Memorandum No. 6, and amendments thereof.

VI.

That the plans contemplate sufficient clear span over the structure to provide for a second track for the Railroad Company, and that to provide Statutory vertical clearance, it is necessary to lower the present grade of the Southern Pacific Company's tracks.

VII.

That the lowering of the Railroad Company's tracks, the provision for a second track, and the providing and placing of ballast required for lowering the Southern Pacific Company's tracks, will be paid for by Oregon State Highway Commission from Federal funds. That this provision is covered by a letter from W. H. Lynch, District Engineer, United States Bureau of Public Roads, addressed to the Chief Engineer of the Highway Commission, under date of July 7, 1937, the letter stating:

> "We are advised that under the conditions set forth in the letter of June 24, the double track cut and ballast would be eligible for reimbursement from grade separation funds.",

the agreement as expressed above appearing in the letter of J. W. DeSouza, Assistant Attorney of Oregon State Highway Commission, addressed to the Public Utilities Commissioner, under date of July 27, 1937, and embodying the above question, is by stipulation between the Oregon State Highway Commission and the Southern Pacific Company, made a part hereof as reflecting the contract for the payment for the work mentioned.

Based on the foregoing;—

IT IS ORDERED that the application of the State of Oregon, by and through its State Highway Commission, for permission to construct an overcrossing over and across the tracks of the Coos Bay Branch of the Southern Pacific Company on Coos River Secondary Highway No. 241 at Marshfield, in Coos County, be and the same is hereby granted.

IT IS FURTHER ORDERED that the structure shall be constructed in substantial conformity to the plans accompanying the petition herein, which plans are approved by United States Bureau of Public Roads and the Southern Pacific Company.

IT IS FURTHER ORDERED that all work involved in the structure and its approaches, together with the work involved in lowering the track of the Southern Pacific Company and providing a double track cut and ballast, shall be paid for from Federal funds, by and through the Oregon State Highway Commission, in conformity with the accounting provisions and terms of Works Program General Memorandum No. 6 of the United States Bureau of Public Roads, and its subsequent amendments, and that Southern Pacific Company shall be reimbursed for any necessary expenditures in connection therewith provided for and not excluded by the terms of said Works Program General Memorandum No. 6, as amended.

IT IS FURTHER ORDERED that upon completion of the structure, Southern Pacific Company shall maintain its tracks and roadbed beneath the structure, and Oregon State Highway Commission shall maintain the structure, its approaches and appurtenances.

IT IS FURTHER ORDERED that upon the completion of the structure, Oregon State Highway Commission, Coos County, City of Marshfield, and Southern Pacific Company shall assign thereto the No. CO-769.5-A for the purposes of identification.

Done and dated at Salem, Oregon, this 2nd day of August, 1937.

N. G. WALLACE
Commissioner of Public Utilities of
Oregon

ATTEST:
ELLA BLILER

Secretary

(OFFICIAL SEAL)

FORM 5-A-1 5M 3-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

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STATE HIGHWAY COMMISSION

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Aug. 5, 1937.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. C. SMITH

Dear Sir:

Herewith two copies of each of Engineer's Estimates for Siuslaw Junction-Aubrey Section, grading and structures, Eagle Point-Baker Gulch Section, surfacing, and Bunker Hill Overcrossing.

Please ask the Bridge Department to check the pricing of items #21 to 26 inclusive on the Bunker Hill Overcrossing.

On page 19 of the proposal for the Bunker Hill Overcrossing under the heading "Materials" there are four paragraphs which possibly should be placed on page 20, following the paragraphs on "Preparation of Sub-Grade".

Very truly yours,

K. D. LYTLE
Division Engineer

By

Raymond Walsh
Office Engineer

cc. R. H. Baldock

RW:AP

NOTED
Highway Engineer

FORM R-K-1 5M 6-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

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Grade Crossing
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July 27, 1937

Honorable N. G. Wallace
Public Utilities Commissioner
Busick's Block
Salem, Oregon

Dear Sir:

Attention Mr. T. O. Russell

Reference is made to the question of the eligibility for Federal Aid of excavating to a double-track width and placing ballast in lowering the tracks of Southern Pacific Company in connection with the Bunker Hill Overcrossing, your file F-1837.

On June 24, 1937, this question was taken up with the Bureau of Public Roads and under date of July 7, 1937, Mr. W. H. Lynch, District Engineer, United States Bureau of Public Roads, by F. E. Andrews, Senior Highway Engineer, addressed a communication to Mr. Baldock reading in part as follows:

> "* * * We are advised that under the conditions set forth in the June 24th letter the double track cut and ballast would be eligible for reimbursement from grade separation funds."

This ruling of the Bureau of Public Roads would appear to take care of the questions which arose at the hearing on July 21st and it would be our opinion that with this present communication in your files the record should now be considered as closed.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

JWD:AN
cc Mr. Alfred A. Hampson
Attention Mr. Frank C. McColloch
Mr. E. L. King, Superintendent
Mr. C. S. Paxson
Mr. R. H. Baldock
Mr. H. G. Smith
Mr. K. D. Lytle

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July 24, 1937

Memorandum re Bunker Hill Overcrossing:

Hearing on this matter was held before T. O. Russell and John H. Bagley, Jr., sitting as special examiners for the Public Utilities Commissioner, at 10:00 A. M. on Wednesday, July 21, 1937, in the City Hall at Marshfield, Oregon. The State was represented by J. W. DeSouza, Assistant Attorney, and Southern Pacific Company was represented by Frank C. McColloch, Attorney for Southern Pacific Company.

Before the hearing Southern Pacific Company addressed a communication to the Public Utilities Company under date of July seventh to the effect that it did not propose to oppose the project and that no formal answer would be filed. In the opening statements by attorneys for State and Southern Pacific Company it was agreed and stipulated that an order might issue upon the basis that the project was to be paid for under the terms of Works Program General Memorandum No. 6, with its subsequent amendments. In the construction of the project, however, it will be necessary to lower the grade of the railroad and Southern Pacific Company wanted the railroad excavation done to a sufficient width to provide for future double tracking and also wanted adequate subbase materials placed so as to support the railroad tracks. This subbase material matter was based upon the theory that railroad company now has a stable roadbed and that the lowering of the grade will render it subject to adverse subsoil conditions which should be provided for. These matters had been the subject of previous correspondence with Mr. Paxson, of which I had not previously been advised, and I was in no position to agree that the work would be done as part of the project and paid for from state highway funds, nor could I state the result of a requested ruling from the Bureau of Public Roads as to the eligibility of the payment of the items from federal funds. Mr. McColloch, under the circumstances, took the position that the record should be kept open and no final order issued pending settlement of the questions, which request was granted by the Examiner.

Subsequent to this, Mr. Stephenson was placed on the stand and gave general testimony regarding the general type and design of the proposed overcrossing structure and the general plan of construction, including the lowering of the railroad grade and the use of an existing grade crossing on detour streets to be used during the period of construction.

The Examiner called Mr. John W. Butler, City Recorder of Marshfield, to the stand, who testified that the various members of the City Council of the City of Marshfield were in favor of the construction of the project. He also called Mr. John H. Bagley, Jr., to the stand, who testified generally as to existing conditions and the desirability of greater safety at the crossing.

Mr. McColloch did not call any witnesses to the stand, although Mr. Fred Feikert and Mr. R. D. Sorrells, Roadmaster, were present.

J. W. DeSOUZA
Assistant Attorney

JWD:AW
cc Mr. R. H. Baldock
Mr. N. G. Smith
Mr. G. S. Paxson
Mr. K. D. Lytle

FORM 8-A-1 10M 10-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

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July 12th, 1937

RECEIVED
JUL 13 1937
OREGON
STATE HIGHWAY COMMISSION

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

The Bunker Hill overcrossing is scheduled to be let next month and to date I have had no notice that the Public Utilities Commissioner's hearing has been set.

I am merely writing this letter to call the matter to your attention.

Very truly yours,

K. D. LYTLE
Division Engineer

cc. R. H. Baldock

KDL:AF

FORM 80-1 1500 4-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

F[illegible]
C[illegible]
Ord[illegible]
File [illegible]

July 9, 1937

Honorable N. G. Wallace
Public Utilities Commissioner
Busick's Block
Salem, Oregon

Dear Sir:

Reference is made to letter of July seventh addressed to you by Mr. Alfred A. Hampson with reference to our application for an overcrossing over and across the tracks of the Coos Bay Branch of Southern Pacific Company on the Coos River Secondary Highway No. 241 at Marshfield in Coos County, your file F-1837.

We are very appreciative of the position of Southern Pacific Company in advising that it is satisfied with the plans and proposals of the State Highway Commission and does not propose to oppose the project at the hearing.

It will be entirely satisfactory to us to meet the convenience of Southern Pacific Company and comply with the statutory requirements of holding a hearing by having it set either at Salem or Portland, as may be most satisfactory to the company.

The State Highway Commission plans on calling for bids on this project to be received August twelfth, and if the matter could be disposed of before that time it would be very desirable.

Yours very truly,

J. M. DEVERS

By

J. N. DeSOUZA
Assistant Attorney

NOTED
State Highway Engineer

JND:AW
cc Mr. Alfred A. Hampson
Mr. E. L. King
Mr. R. H. Baldock
Mr. H. G. Smith
Mr. G. S. Paxson

FORM 5-A-1 10M 10-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

July 7th, 1937

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

Reference is made to your letter of June 28th, relative to the plans for the Bunker Hill Grade Separation on the Coos River Secondary Highway.

I asked Mr. Phelps to answer the questions contained in your letter and his replies thereto are set forth in the attached letters. I believe that he has covered fully everything that was asked for except question "J", which concerns certain cross sections. I believe the cross sections referred to are in your office. If they are not in with the Bunker Hill Crossing plans, they are perhaps included in the box containing the plans for the Bunker Hill Section of the "Oregon Coast Highway.

Mr. Phelps has prepared a tracing showing the proposed method of raising the fills. In comparing his sketch with the blue print which you sent to me showing the sequence of moving the track in the cut, it is noticed that your blue print is made as though the stationing of the railroad runs from south to north, whereas the stationing of the railroad runs in the opposite direction.

Additional descriptions covering the easements on the detour road are also included.

If there is anything more regarding these specifications that are not clear, please advise.

Very truly yours,

K. D. LYTLE
Division Engineer

cc. R. H. Baldock ✓ NOTED

KDL:AF

FORM 8-A-1 5M 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

June 28th, 1937

IN REPLY PLEASE REFER TO FILE NO.

NOTED
State Highway Engineer

Mr. K. B. Lytle
Division Engineer
State Highway Dept.
Roseburg, Oregon

Dear Sir:

In working up the plans for the Bunker Hill Grade Separation on the Coos River Secondary Highway, a number of questions are being asked by the drafting department. For your use in answering these questions, two each of the following blue prints are being sent to you, under separate cover:

1. Profile made by the railroad company, dated April 6, 1937 showing subgrade for proposed shoo-fly at elevation 15.0 in a portion of the railroad cut, as indicated on profile by Phelps, dated February 1937. This profile shows that about 400 feet of the railroad embankment , Station 14+45 to 25, is to be raised about 3½ feet and about 200 feet of the railroad embankment from Station 45 to 47 to be raised about 1½ feet.

2. A typical cross section of the proposed sequence of operation for regrading the railroad track, dated June 1937. Blue print shows distance from centerline of proposed shoo-fly to centerline of present track as 17 feet by scaling.

3. A blue print sketch by the railroad company, dated June 24th, 1937, indicating the proposed shift in main line track and future siding.

Will you please furnish the following information:

A. What method is to be used for widening and raising the railroad fills? Give sketch showing sequence of operation.

B. Show beginning and end of alignment of proposed shoo-fly; also the grade of the shoo-fly over the entire length.

C. No cross section of gravel sub-base in railroad cut. What is your estimate of beginning and end of this sub-base, estimate of quantity of gravel required? Is this gravel to be placed by the contractor or by the railroad company? If placed by the contractor, what is the proposed bid item? (Provision on Page 8 of Special Provisions indicates that the railroad company is to move the track only).

To: K. D. Lytle 6/20/37
Subject: Bunker Hill Grade Separation Page 2

D. How will traffic be handled at the railroad crossing on the proposed detour on Howard Avenue while the railroad track is being lowered about 4 feet?

E. On the blue print showing side street approaches and detours, the railroad crossing on Howard Avenue is shown as being at Station 0+58 = LX27+18. The top of rail of the revised track is shown on the railroad profile at this station at about elevation 9.6, while top of gravel from the detour profile shows an elevation of 7.5 Please show correct grade line on detour profile.

F. Is any provision required for extra right of way on Howard Ave.? This street is 30 feet wide. Fill at Station 2+50 is about 9 feet deep on centerline and will encroach upon property north of Howard and on Lot 1, Block 3 south of Howard Avenue in using a 26-ft. roadbed. Cut at Station 5+20 is 5 feet deep on centerline and will encroach upon property to north and on Lot 1, Block 2 to south. Will it be necessary to secure easements or additional rights of way?

G. Profile shows an approach road on private property extending about 100 feet north of the centerline of Howard Avenue. This approach road is not shown in the estimate. Will surfacing be required?

H. The vicinity map referred to in your letter of June 1st, 1937 shows that it is necessary to construct a 20-ft. road at left of elevation 60. The estimate shows 30 feet of 12-inch pipe across the road. Is it necessary to do any grading or surfacing?

I. What provision is made for new water pipes, hydrants etc.?

J. Please furnish cross sections covering work on Newport Avenue railroad regrading and detours. Show available approach roads.

Please furnish this information at your earliest convenience.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

Dictated by
Chas. E. Low
R

cc to: R. H. Baldock ✓

FORM [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

304

June 24, 1937

Bureau of Public Roads
Box 3900
Portland, Oregon

Re: Bunker Hill Overcrossing
FAGS 204

Gentlemen:

Attached hereto are prints of our drawing 6156 vicinity map at scale 1"=50', drawing 6305 vicinity map at scale 1"=100', drawing 2390-A cross-section of railroad right of way at Railroad Station 33+50 showing proposed revision of tracks, drawing 2390-B sketch showing proposed revised alignment of tracks, and drawing 6302 plan and elevation of proposed structure. This project entails the lowering of the railroad tracks at the crossing from a top of rail elevation of approximately 20.30 to a subgrade elevation of 8.00. In the lowering of these tracks the Southern Pacific Company request that the excavation be made for a future side track and also that the top foot of the subgrade be replaced with river-run gravel as a sub-base under the ballast. In conversation with your office these two items have been questioned as to their eligibility under federal grade separation funds. The Southern Pacific Company's argument for the double track cut is based upon the fact that at the present grade elevation their cut is now wide enough for an additional track without any appreciable amount of grading and that if a single track cut was made to the new elevation they would be faced with a considerable expenditure in widening the cut for the installation of this future side track. Contours shown on drawing 6156 and 6305 support their statement that the present cut is wide enough for the second cut. Drawings 2390-A and 2390-B show the details of the proposed regrading to lower the existing track. The first stage of the grading covers the removal of the material west of the present track to an elevation of 15 and wide enough for the placing of the shoo-fly track. The second stage of the work covers the removal of the present track and of the material on the west side of the new cut down to elevation 7, the placing of one foot of gravel on the subgrade at this section and the ballasting and laying of the new main line track in its permanent position. The third stage covers the removal of the shoo-fly track, the completion of the excavation to subgrade and the placing of the remainder of the one foot of gravel sub-base. The gravel sub-base would be placed over the entire width of the double track cut but only one track would be placed and ballasted under this project.

Their request for the one foot of gravel sub-base is based upon the character of the material encountered at the new elevation. The material at their present elevation - elevation 20 - is a sandy clay and is reasonably good subgrade material. At approximately elevation 14 the material changes to a blue mud which is not suitable subgrade material without reinforcement. They contend that the placing of this one foot of gravel is necessary if their roadbed is to be left in as good a condition as now exists.

If it is the purpose of the grade separation program that no expenditures on the part of the railroad company to restore their facilities to a comparable condition to that now existing be required, it is our opinion that these requests of the railroad company are logical and that the work requested should be considered as eligible under grade separation funds. In order that the matter may be definitely settled we would ask your careful consideration and advice as to your ruling.

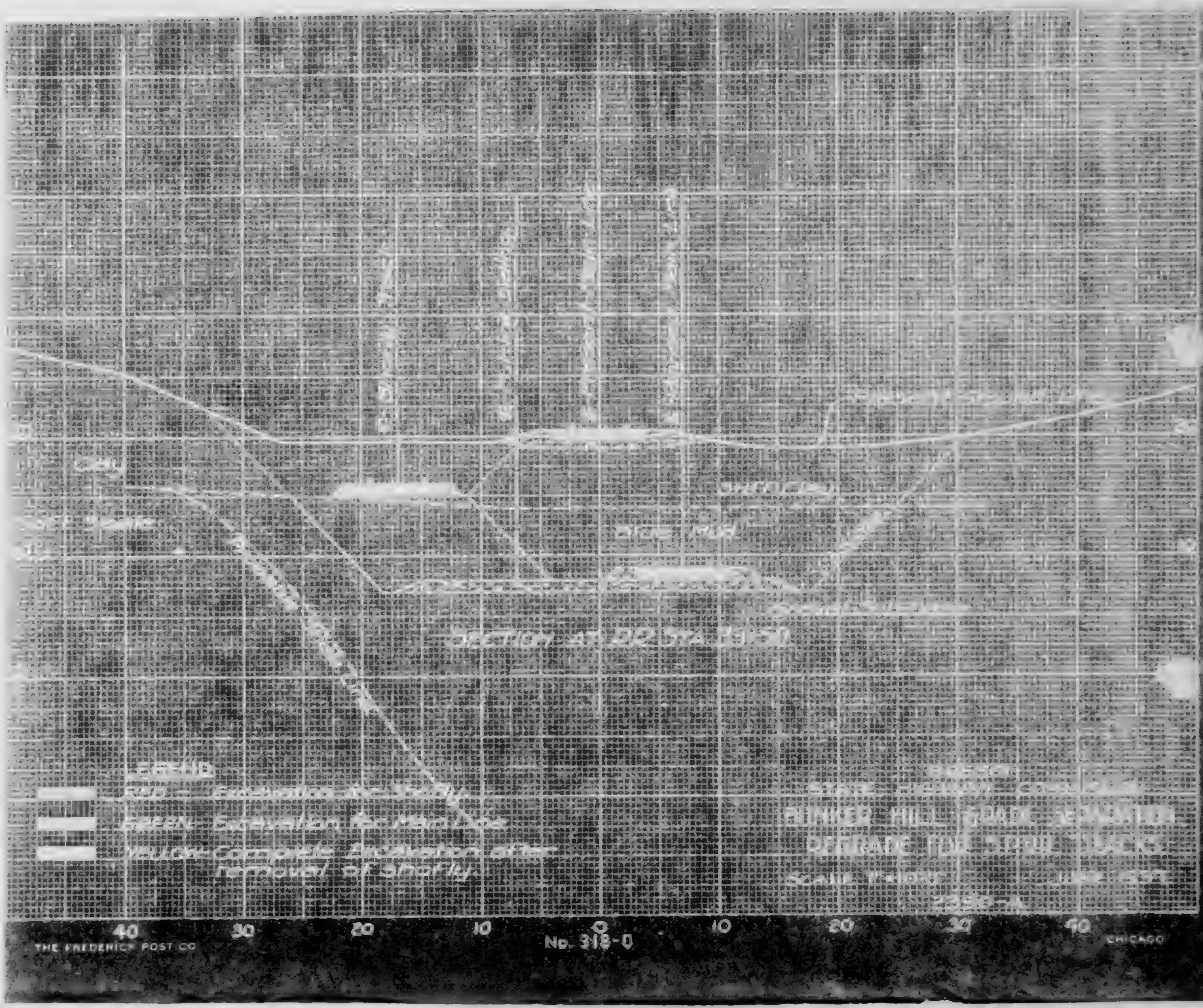
Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

GSP BK
Enclosures
cc H. C. Smith
S. H. Probert
R. H. Baldock
K. D. Lytle
Bureau of Public Roads - 3

SECTION AT RR STA [illegible]
LEGEND
RED — Excavation for Shoofly
GREEN- Excavation for Main Line
YELLOW- Complete Excavation after removal of Shoofly
[illegible]
STATE HIGHWAY COMMISSION
BUNKER HILL ROAD SEPARATION
REGRADE FOR STUB TRACKS
Scale 1"=10'
[illegible]
40
30
20
10
0
10
20
30
40
THE FREDERICK POST CO
No. 318-D
CHICAGO

FORM 3-A-1 5M 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
JUN 7 1937
FOR FILING
Const
Projects
[illegible] Crossing

June 5, 1937

NOTED
State Highway Engineer

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

I received copy of a letter written by E. L. King of the Southern Pacific Company, which you sent me with your letter of June 1st.

You will note that I have covered all the details of this job in my specifications, which were sent to you. However, it is my understanding that Mr. Paxson refuses to place balast under more than one track and it will therefore be necessary to change the typical section on the profile to conform with that plan.

Very truly yours,

K. D. LYTLE
Division Engineer

cc. R. H. Baldock
cc. G. S. Paxson
KDL:AF

FORM 2-A-1 10M 10-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JUN 2 1937
FOR FILING

Const.
Project
[illegible]

May 28th, 1937

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: G. S. PAXSON

NOTED
State Highway Engineer

Dear Sir:

Reference is made to your letter of May 27th, relative to the Bunker Hill overcrossing project.

Taking the subjects in the order that they appear in your letter, I wish to advise that the detour road for this project will follow the route of Ellen Street, Howard Avenue and Mullen Street. The detail map, which was sent to Mr. Smith, shows this route. This route will necessitate the installation of a temporary crossing over the railroad tracks and should be covered in our application to the Public Utility Commissioner.

At this time, I am unable to advise you regarding the subject taken up in your second paragraph relative to the outlet for the houses on the north and east side of the present crossing, which end of the present road is approximately station 29+10 (I presume you mean station 59+10).

I cannot definitely advise you regarding the house that sets back in this alley but have asked Jack Phelps to confer with me in regard to this and as soon as he advises me I will write you again. As I remember the description, we figured on having to purchase additional right of way through this block.

Relative to your third paragraph, the grade is so high above the postoffice and other two houses that I believe we figured on purchasing additional right of way through this block. The map, which is now in Mr. Smith's office, will show this detail. The map required by the Public Utility Commissioner, was made up and sent to the Salem office and should be in Mr. Smith's file.

I am writing these specifications on this job but am hampered a good deal due to the fact that Mr. Smith asked us to send in all of the detail maps and profiles, which are now in his office. However, I believe that I will be able to get the grading and surfacing part of this job out the first of next week.

Very truly yours,

K. D. LYTLE
Division Engineer

cc. R. H. Baldock ✓
cc. H. G. Smith
KDL:AF

FORM 5-E-1 4M 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
JUN 2 1937

FOR FILING
Const.
Projects
Grade Crossing

NOTED
State Highway Engineer

May 27, 1937

Mr. E. L. King
Southern Pacific Company
Union Station
Portland, Oregon

Dear Sir:

This is in reply to your letter of May 21st (your file #13200/323-3) with your drawing P-8714 and profile and cross sections accompanying the map all of the above with reference to the proposed grade separation at Bunker Hill near Marshfield. Since this is a federal grade separation project reimbursement to the railroad company for any expense to which they are put will be governed by the terms of Memorandum No. 6. We can not guarantee that there will be no cost to the railroad.

Particular reference is made to the profile and cross sections accompanying the map. Several of your proposals appear to be in the nature of betterment of your line and as such are not eligible for federal funds. First, you propose that the cut made in lowering your lines is to be made for two tracks, whereas at present you are only operating one track. This can perhaps be justified on the grounds that borrow made in your existing cut have made it possible to place a second track without any great amount of grading, and the argument can be advanced that the deeper cut should provide the same room for an additional track. On this premise we are willing to submit a project with a two track cut to the Bureau of Public Roads. Second, your typical railroad cross section shows 12 inches of gravel ballast below subgrade over the entire width of the double track cut. Your present installation has ballast only under the existing track and to ballast the entire cut would undoubtedly be betterment. The project should call for ballast only under one track. Third, the profile of the railroad grade change shows a raising of your tracks between Stations 15 and 25. This again is betterment and should not be charged against the grade separation project. We do have sufficient material coming out of the cut to raise these tracks and would be willing to recommend that material be wasted alongside your grade so that you could use it in raising the tracks but the actual raising of the tracks and reballasting over this section is undoubtedly betterment and would not be included in the project.

I note that your typical cross section does not show ditches through the cut. I presume that these will be necessary and will ask that you supply me with a typical cross section for the double track cut.

The schedule of work to be done and the material to be furnished by the railroad company as set forth in your letter is satisfactory. With these changes I would ask that you prepare an estimate of cost of work to be done by your company.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

GSP DK
cc K. D. Lytle ✓
R. H. Baldock
H. G. Smith

FORM 3-A-1 10M 10-30

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

APR 16 1937
FOR FILING

Const. Projects

April 12, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. K. D. Lytle,
Division Engineer,
Roseburg, Ore.

Dear Sir:

NOTED

Your attention is called to the fact that a map for the Public Utilities Commission, made in accordance with instructions contained in Circular Letter #111 is necessary in connection with the Bunker Hill Overcrossing project in Coos County. Please have such a map prepared as soon as convenient.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
H. W. Libby
H.

CC to
R.H. Baldock ✓

FORM 8-A-1 1M 10-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
MAR 15 1937
FOR FILING

Corresp
Projects
Grade Crossings

March 13th, 1937

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

I note that the Bunker Hill grade separation is scheduled for early letting and I would suggest that you arrange to hold the Public Service Commission hearing as soon as possible so that we will be able to determine the part of the work, which is to be done by the railroad and the part that we are to do.

We should have this information before the specifications are written.

Very truly yours,

K. D. LYTLE
Division Engineer

cc. R. H. Baldock

KDL:AF

FORM 8-A-1 5M 7-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
MAR 4 1937
FOR FILING

Const
Projects
Grade Crossing

March 2, 1937

IN REPLY PLEASE
REFER TO FILE NO.

NOTED
State Highway Engineer

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: G. S. PAXSON

Dear Sir:

In answer to your letter of Feb. 9th, in regard to a detour around the proposed railroad crossing at Bunker Hill south of Marshfield, I wish to advise you that we will be able to provide a detour that will not interfere with the construction of the crossing.

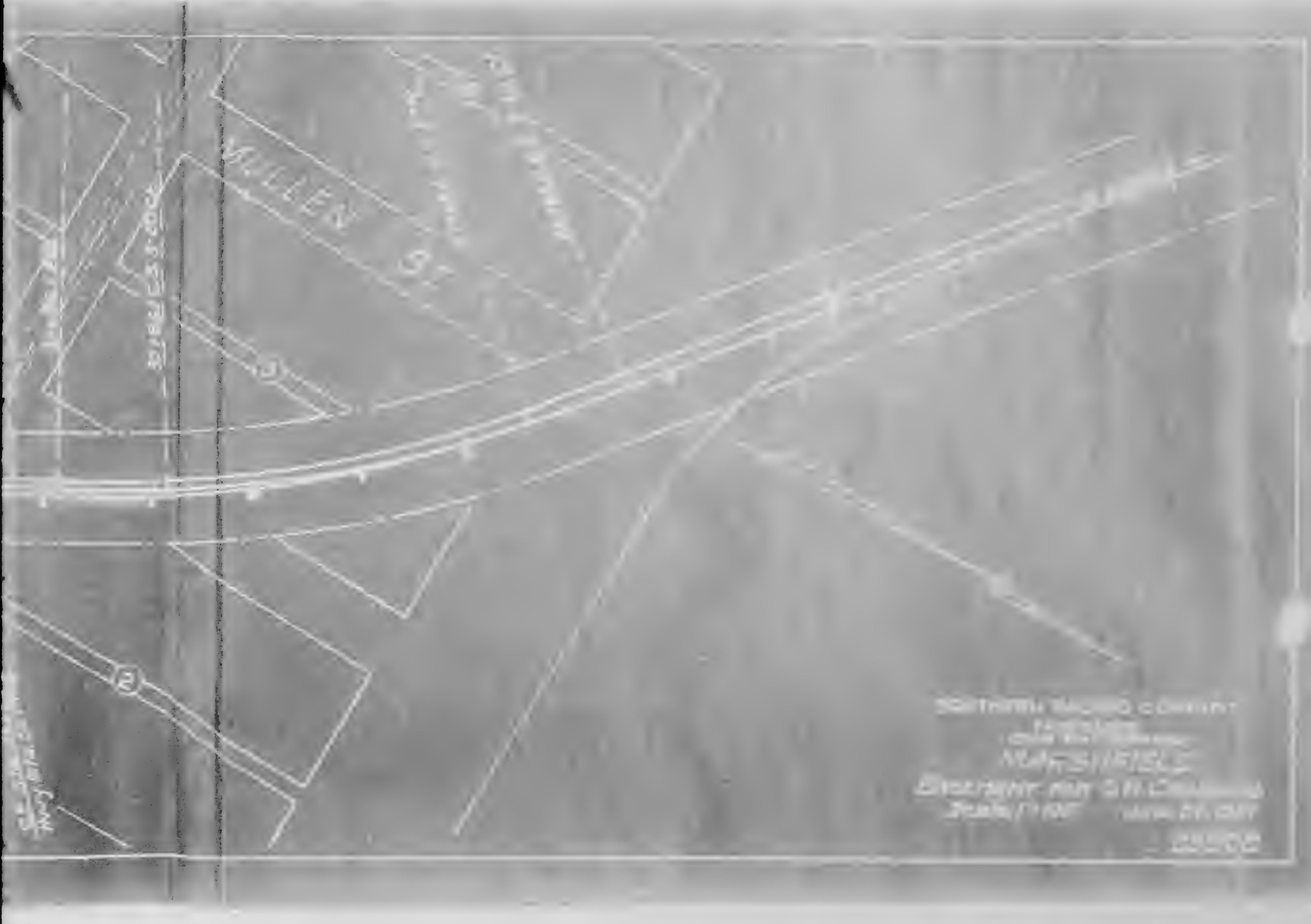
I do not have the map here at this time but when it reaches this office I will designate the route that is to be used. It will be necessary that some of the streets used be surfaced but this work will cost less than the construction of a temporary bridge.

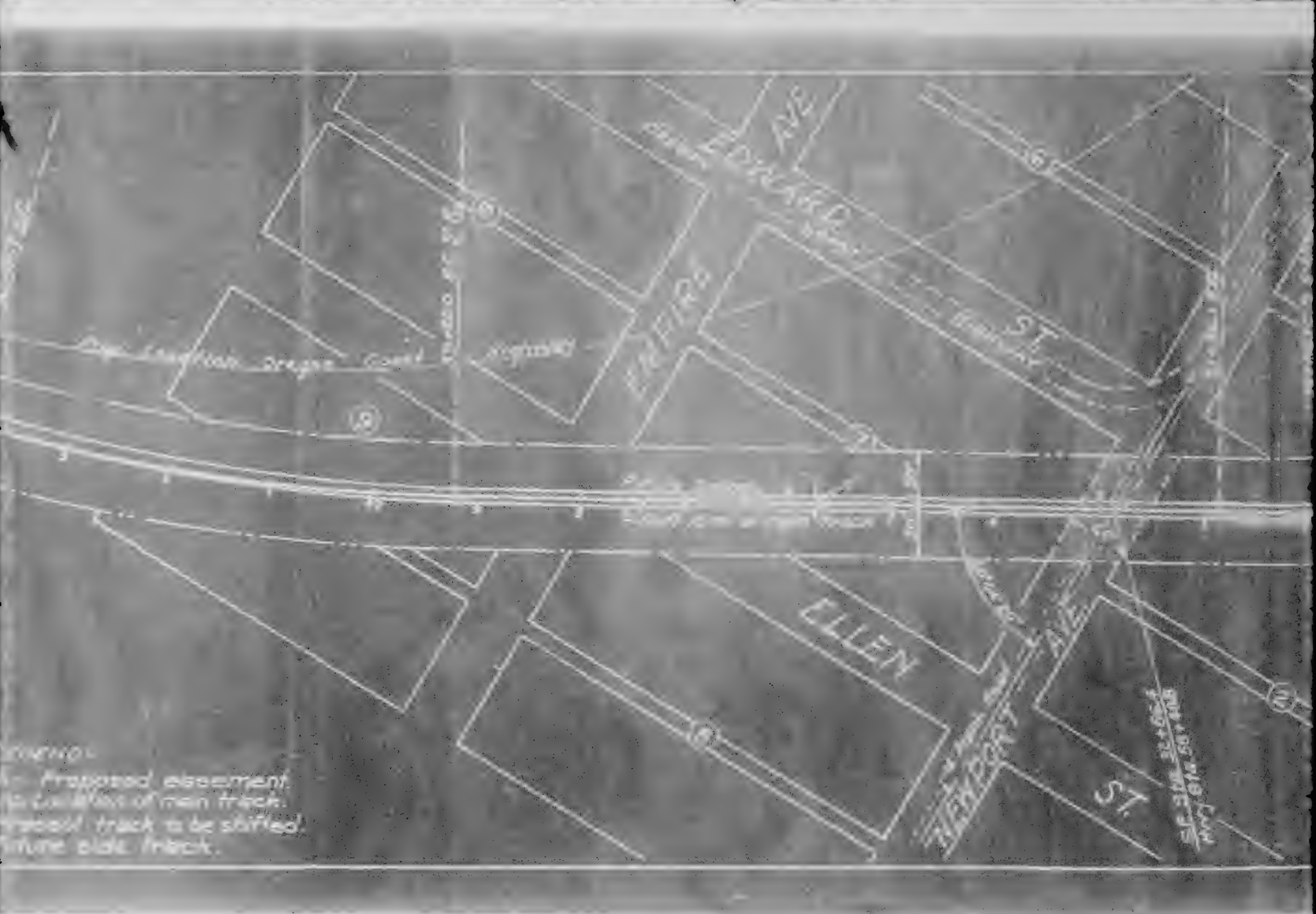
Very truly yours,

K. D. LYTLE
Division Engineer

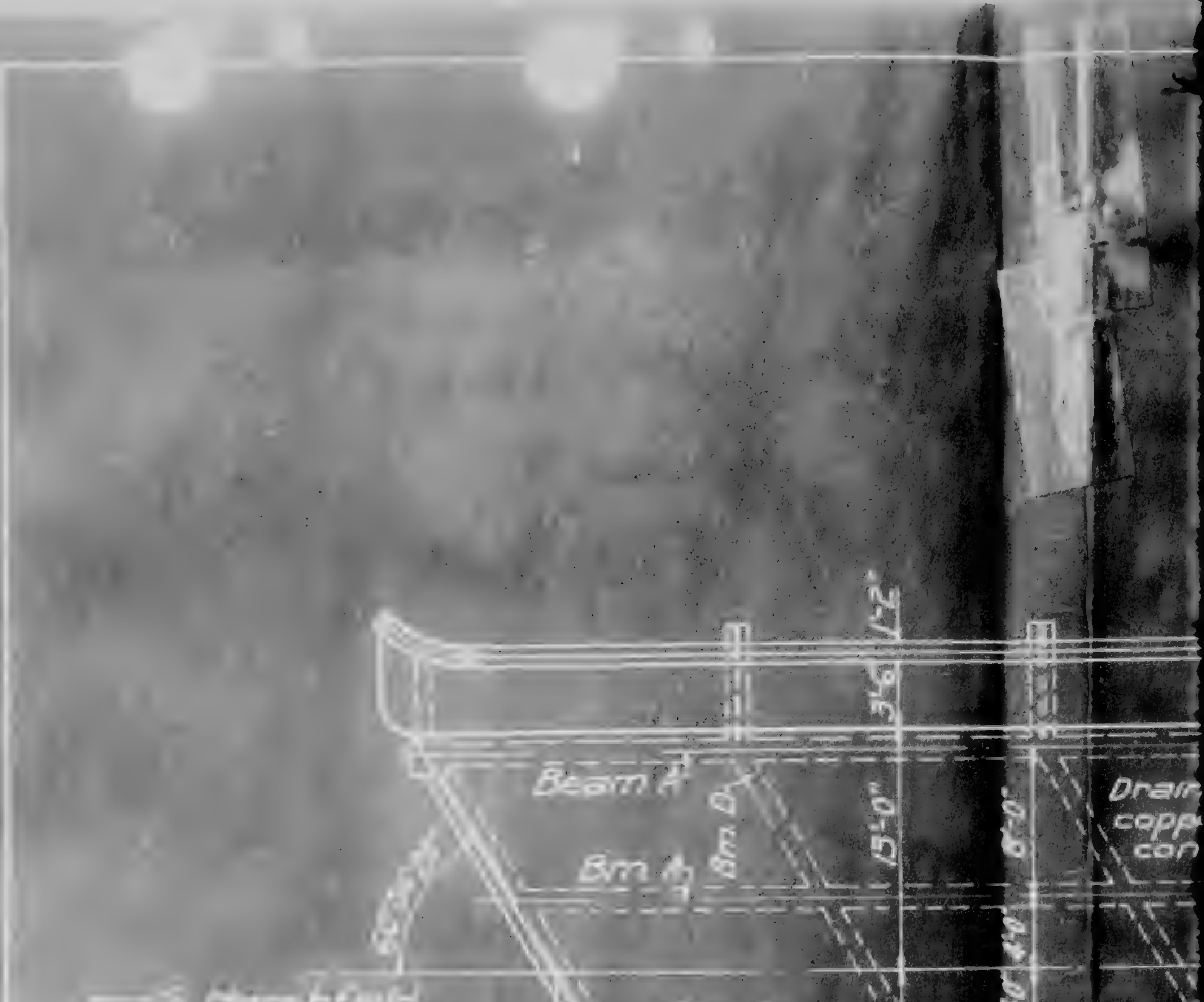
cc. R. H. Baldock

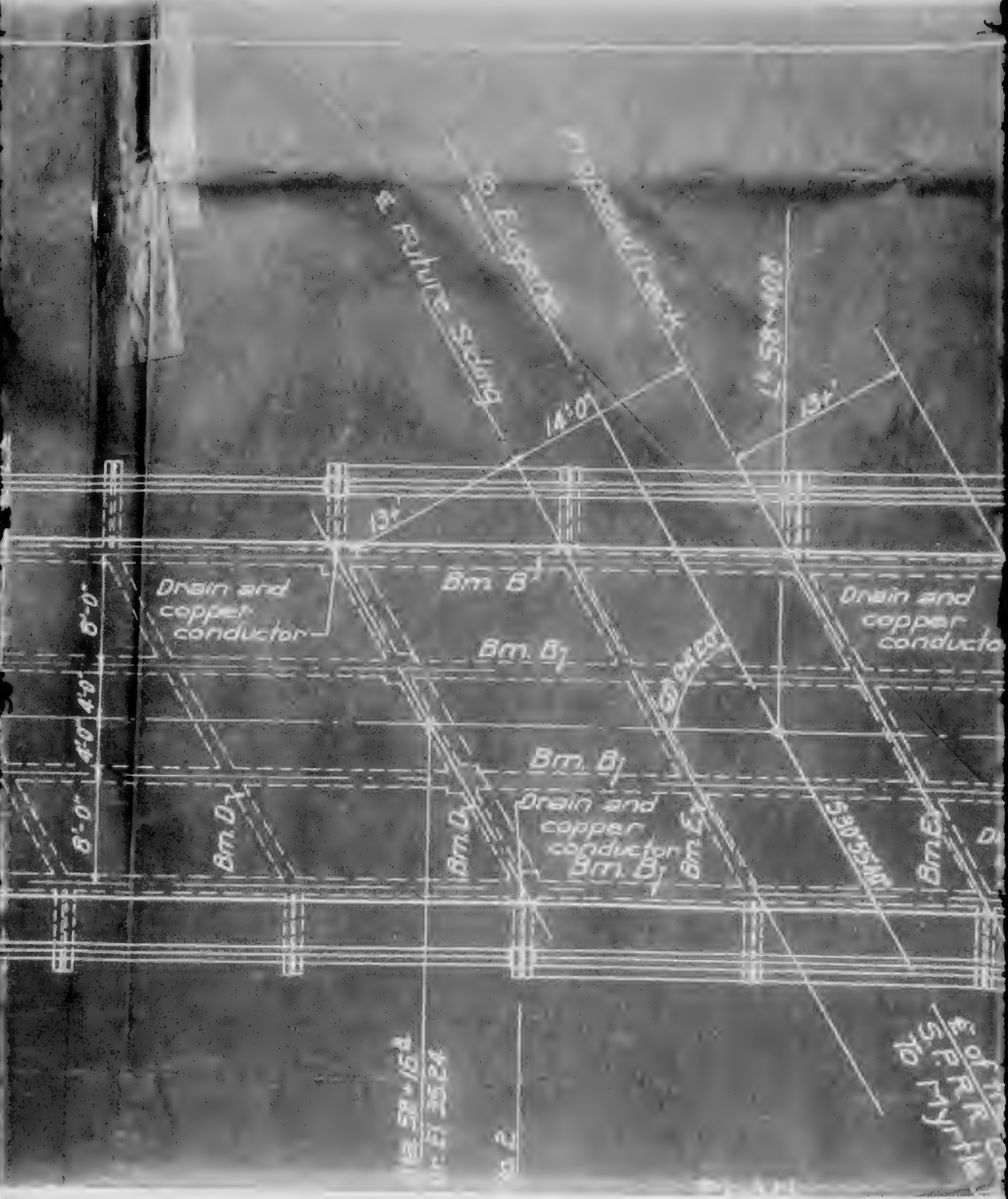
KDL:AF

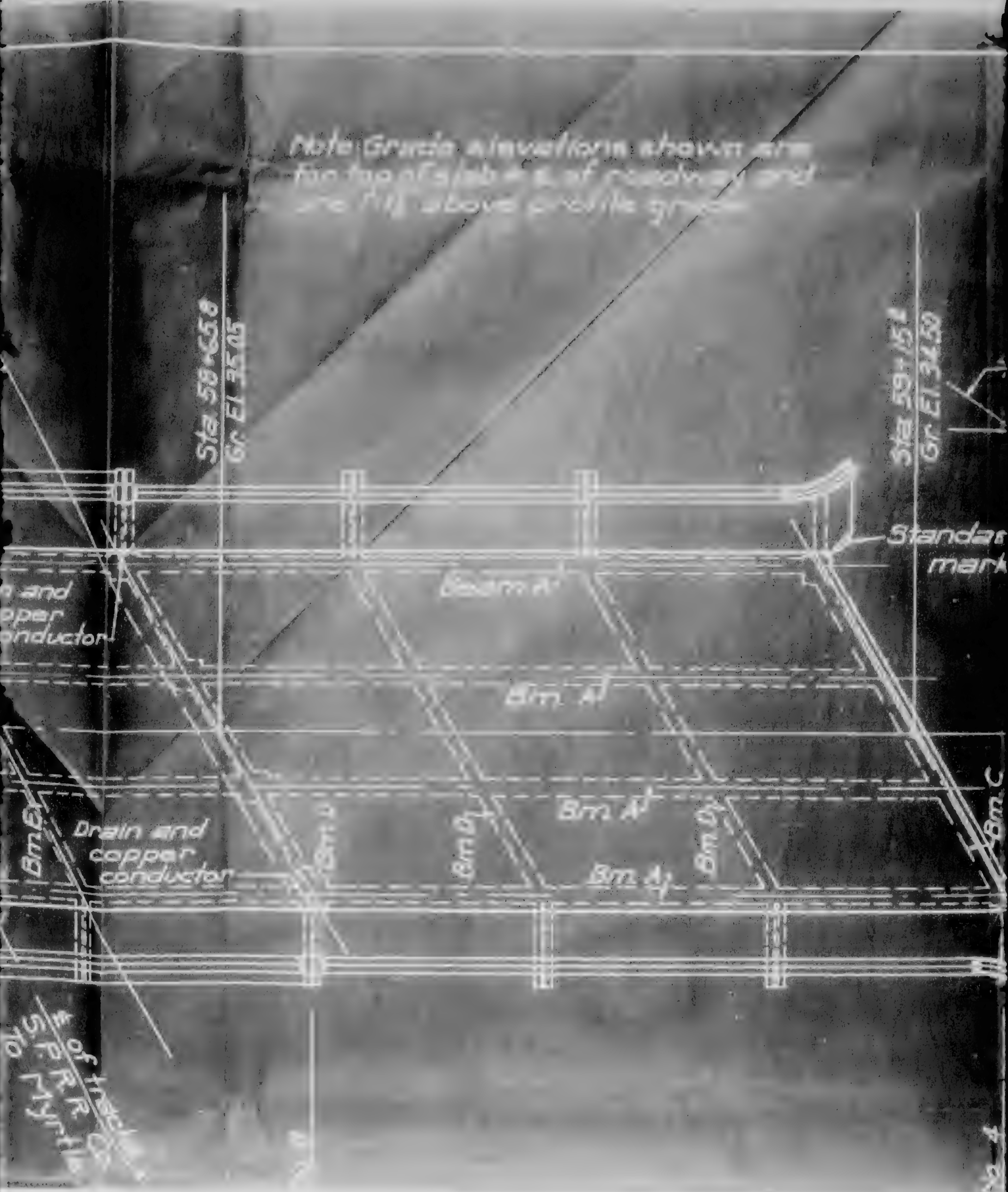

MULLEN ST
②
③
SOUTHERN PACIFIC COMPANY
MARSHFIELD
Scale 1"=100'

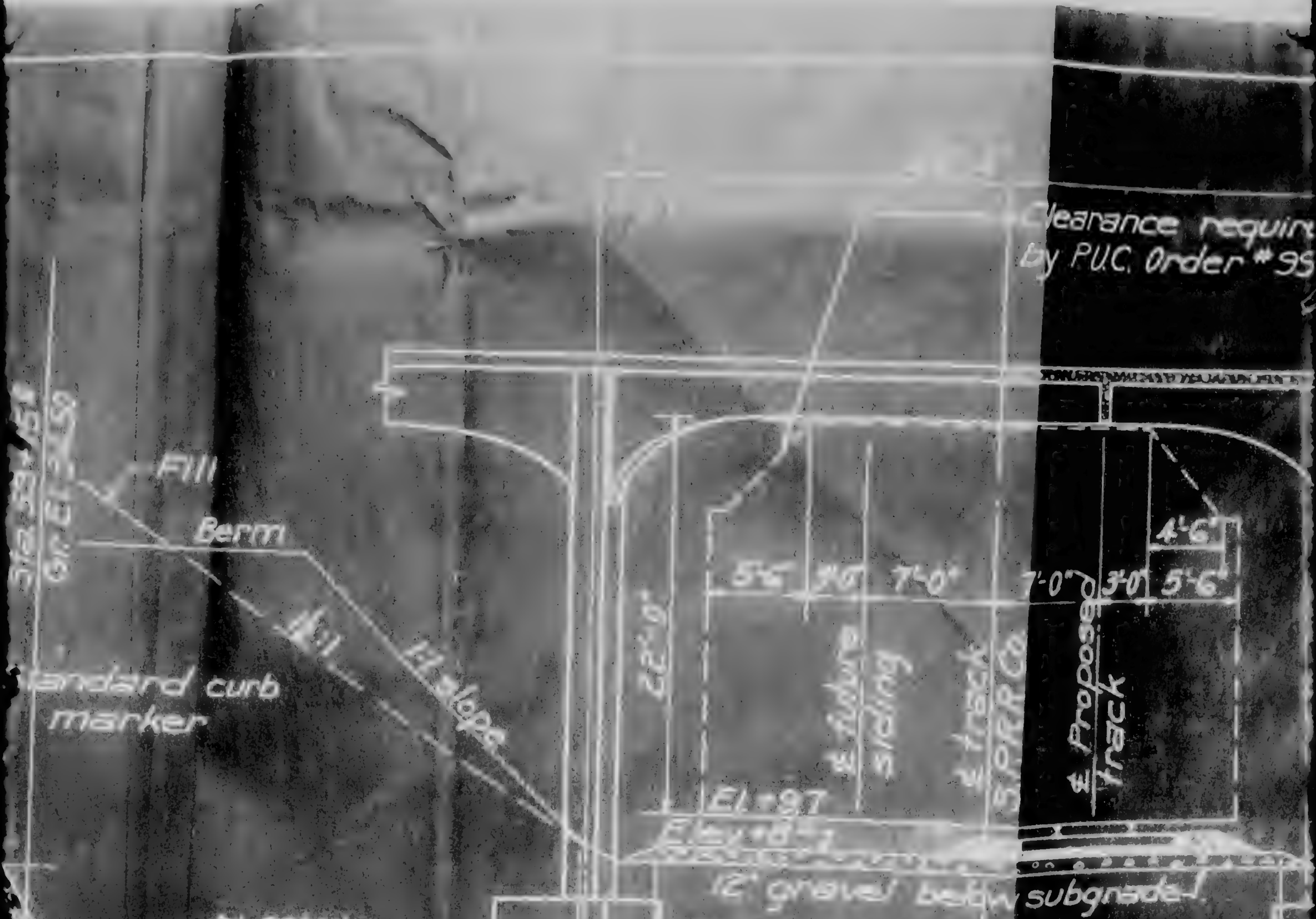

EDWARD
AVE
EMPIRE
ST.
ELLEN
NEWPORT
AVE
ST.
Pres. Location Oregon Coast Highway
⑥
⑧
⑪
S.P. Sta. 32+66.4
Hwy. Sta. 814.56+48.8
– Proposed easement.
Location of main track.
resent track to be shifted.
uture side track.

ELLEN
AVE
Court
-LEGEND-
Red line Proposed alignment.
Blue Location of main track
Yellow Present track to be shifted
Green Future side track.


Beam A
Bm. D
Bm. A1
℄ Marshfield
Bm. A1
Bm. C
Bm. A1
Standard curb marker
1'-2"
3'-6"
15'-0"
15'-0"
3'-6"
1'-2"
8'-0"
4'-0"
4'-0"
8'-0"
Drain
copp
con


℄ Future Siding
℄ Existing
[illegible] Track
Sta. 58+40.8
14'-0"
15'
13'
Drain and copper conductor
Bm. B1
Bm. B1
Bm. B1
Drain and copper conductor
60°00'
6'-0"
4'-0"
4'-0"
6'-0"
Bm. D1
Bm. D1
Drain and copper conductor
Bm. B1
Bm. E1
S 30°55' W
Bm. E1
Sta. 58+16.8
El. 35.24
℄ of [illegible]
S.P. R.R. Co.
to Myrtle

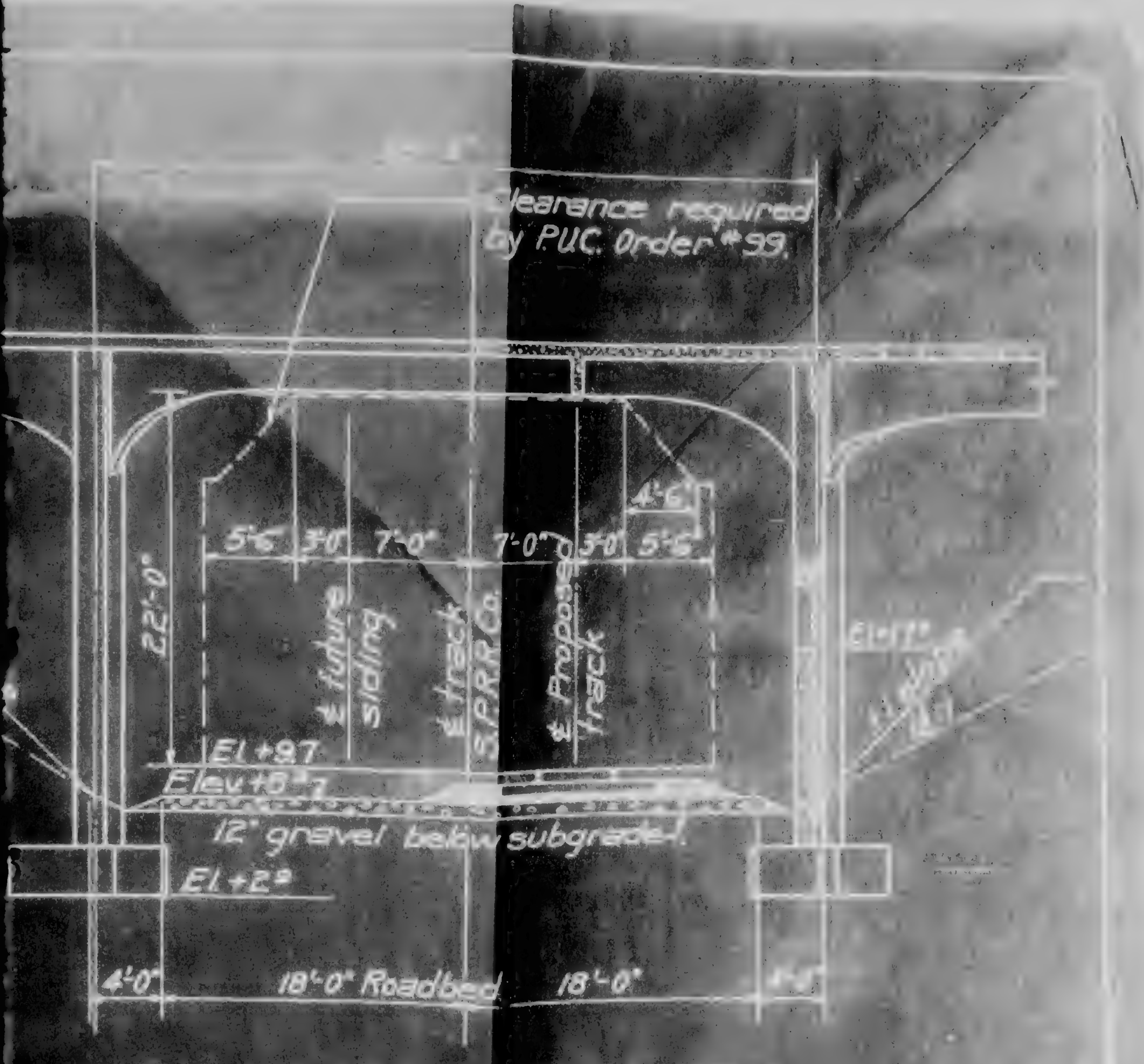

Note Grade elevations shown are for top of slab at ℄ of roadway and are 1.1 ft above profile grade
Sta. 58+65.8
Gr. El. 35.05
Sta. 59+15.1
Gr. El. 34.50
Standar
mark
n and
pper
onductor
Beam A¹
Bm. A¹
Bm. A¹
Bm. A₁
Bm. C
Bm. D
Bm. D₁
Bm. D₁
Bm. E₁
Drain and
copper
conductor
℄ of track
S.P. R.R.
Myrtle
No. 4



PART ELEVATION

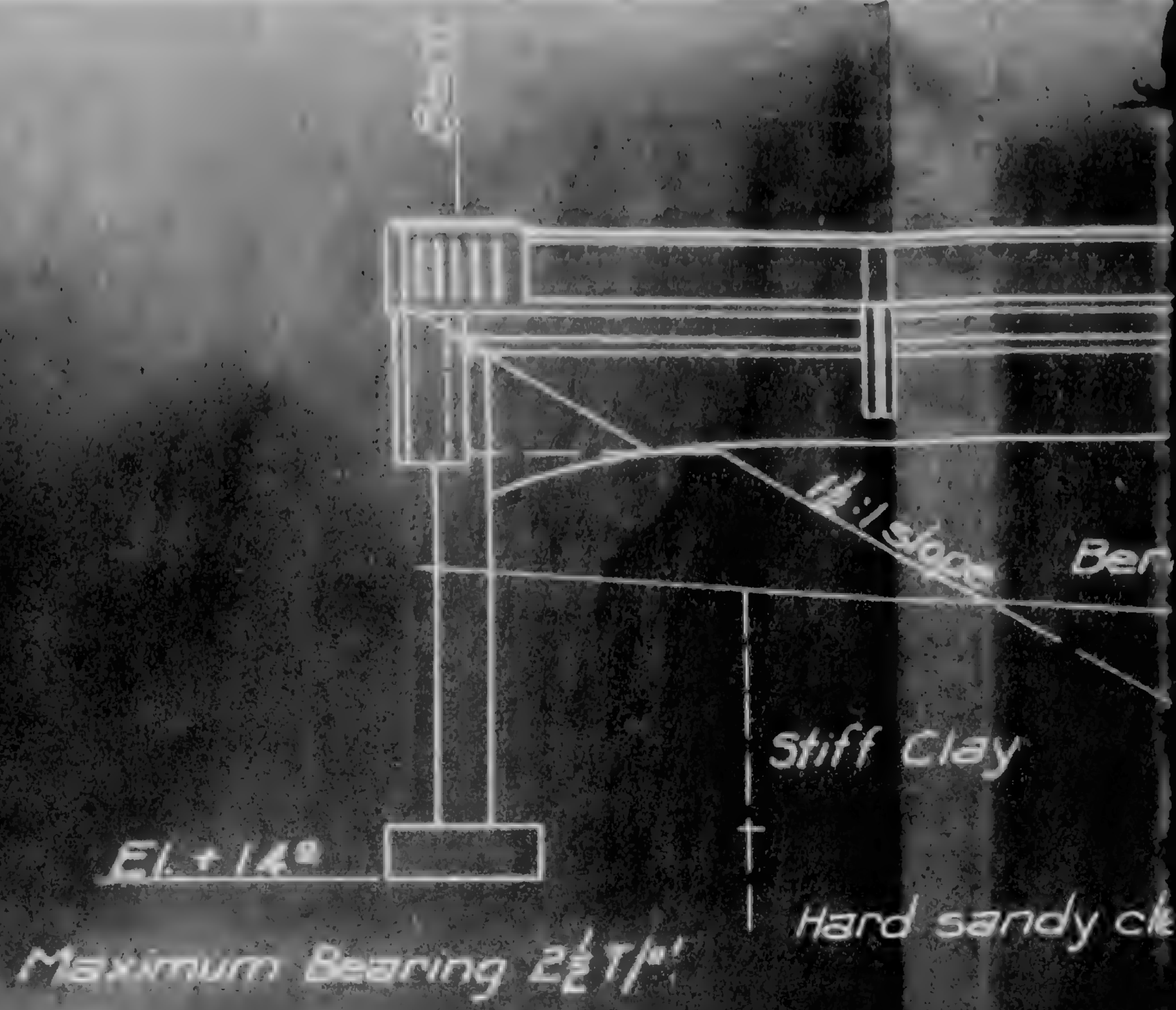
PART SECTION

CLEARANCE DIAGRAM



PART ELEVATION PART SECTION

CLEARANCE DIAGRAM



GENERAL NOTES.

All concrete shall be class "D" mix with a minimum stre
at the end of 28 days (fc = 900#/□") except handrail whic
shown on Dwg. No.

All exposed corners shall have ¾" bevel unless note
otherwise.

All reinforcing steel shall be deformed bars, interm
fs = 18000#/□", placed 2" clear from nearest face of concr
or shown otherwise.

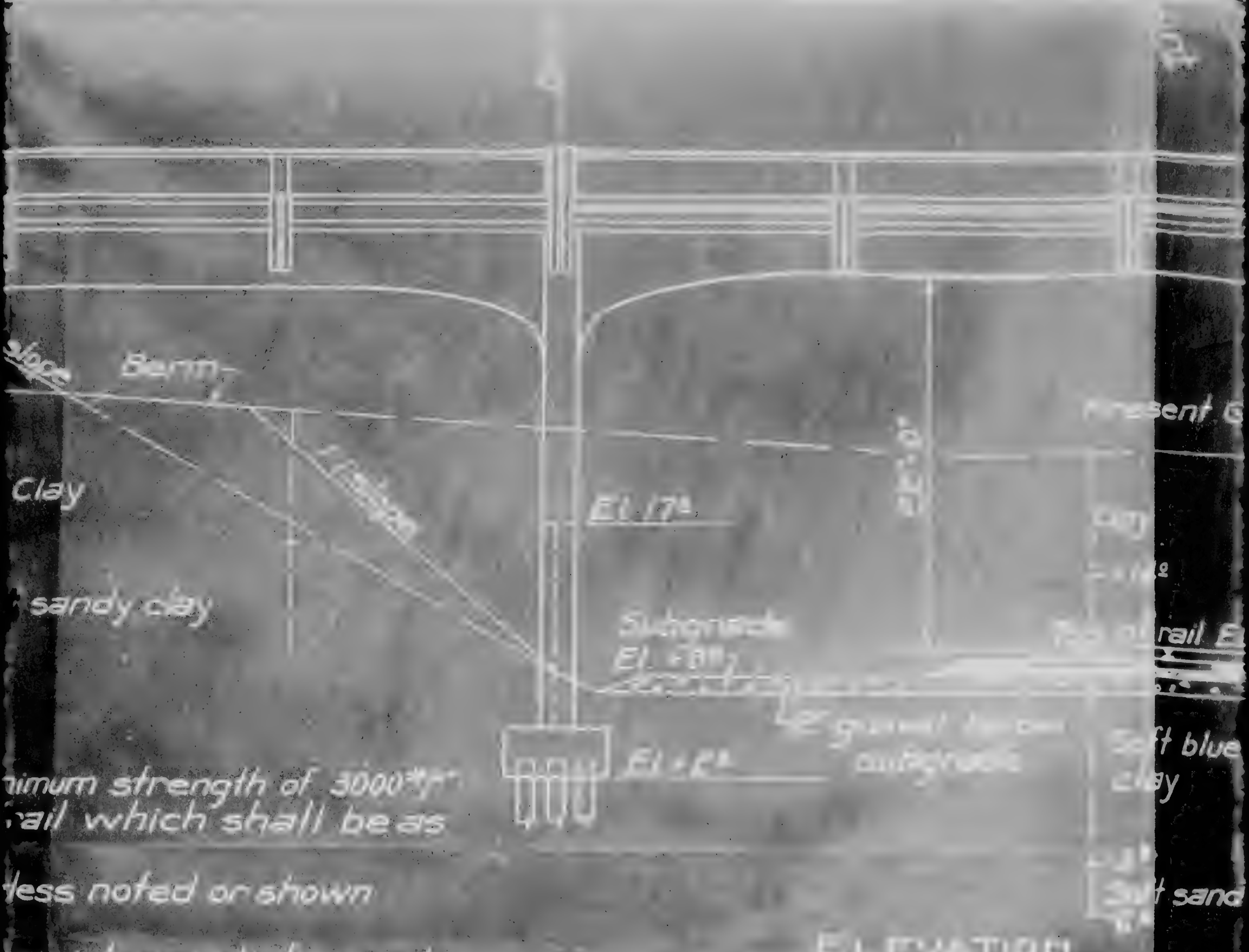
Footing elevations may be varied at the discretion of
in order to secure suitable foundations.

Shear keys shall be used at all construction joints
and slab.

No forms supporting beams in any span shall be
all beams and slabs have been poured at least 28 day

Bridge designed for H-15 loading.

All materials and workmanship shall conform to the
for bridges of the Oregon State Highway Commission.



ELEVATION
Scale ¼"=1'-0"

nimum strength of 3000#/□"
rail which shall be as

less noted or shown

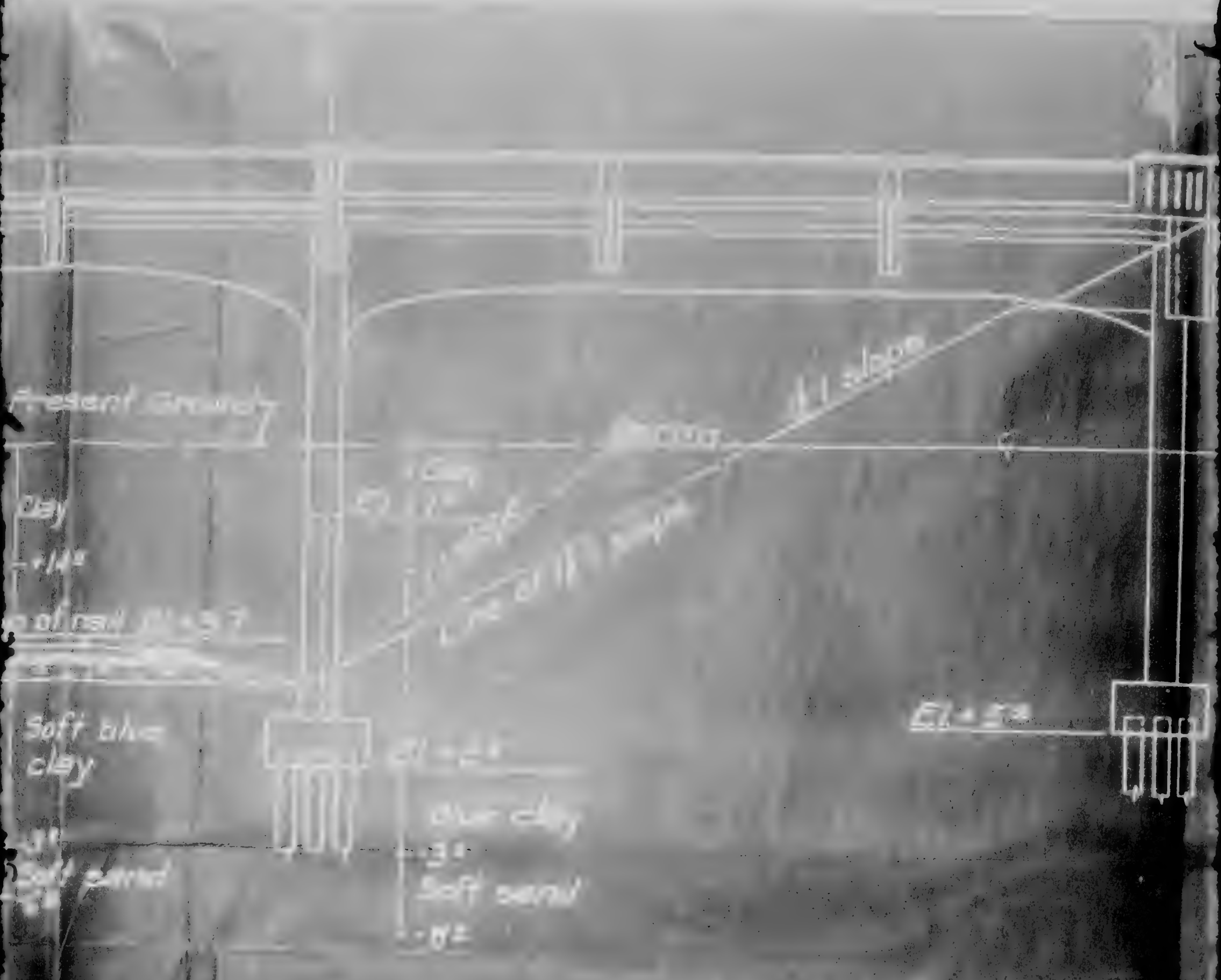
ars, intermediate grade,
e of concrete unless noted

cretion of the engineer

on joints between beams

shall be removed until
st 28 days.

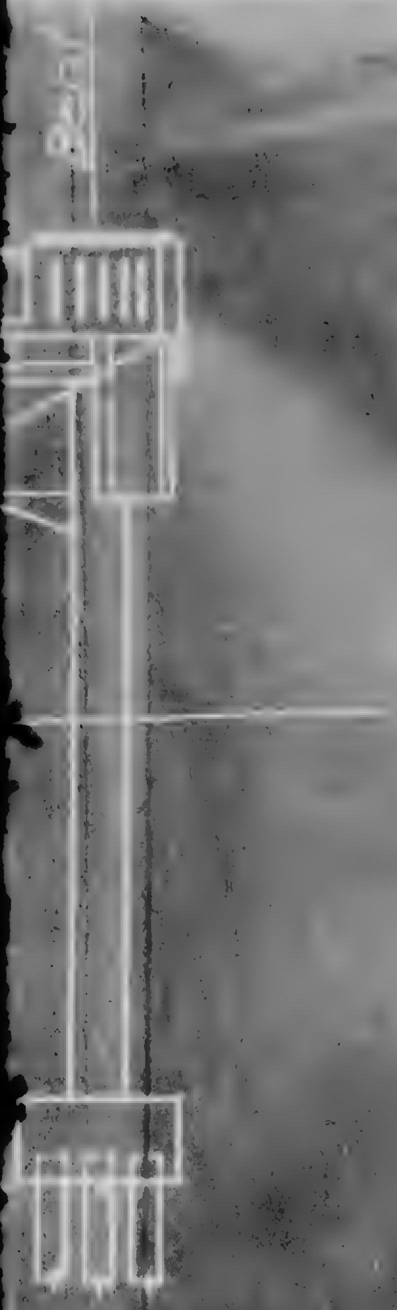
orm to the specifications
mission.



Approved:

Bridge Enginee

State Highway



d:

Engineer

ghway Engineer

OREGON
STATE HIGHWAY COMMISSION

BUNKER HILL OVERCRO

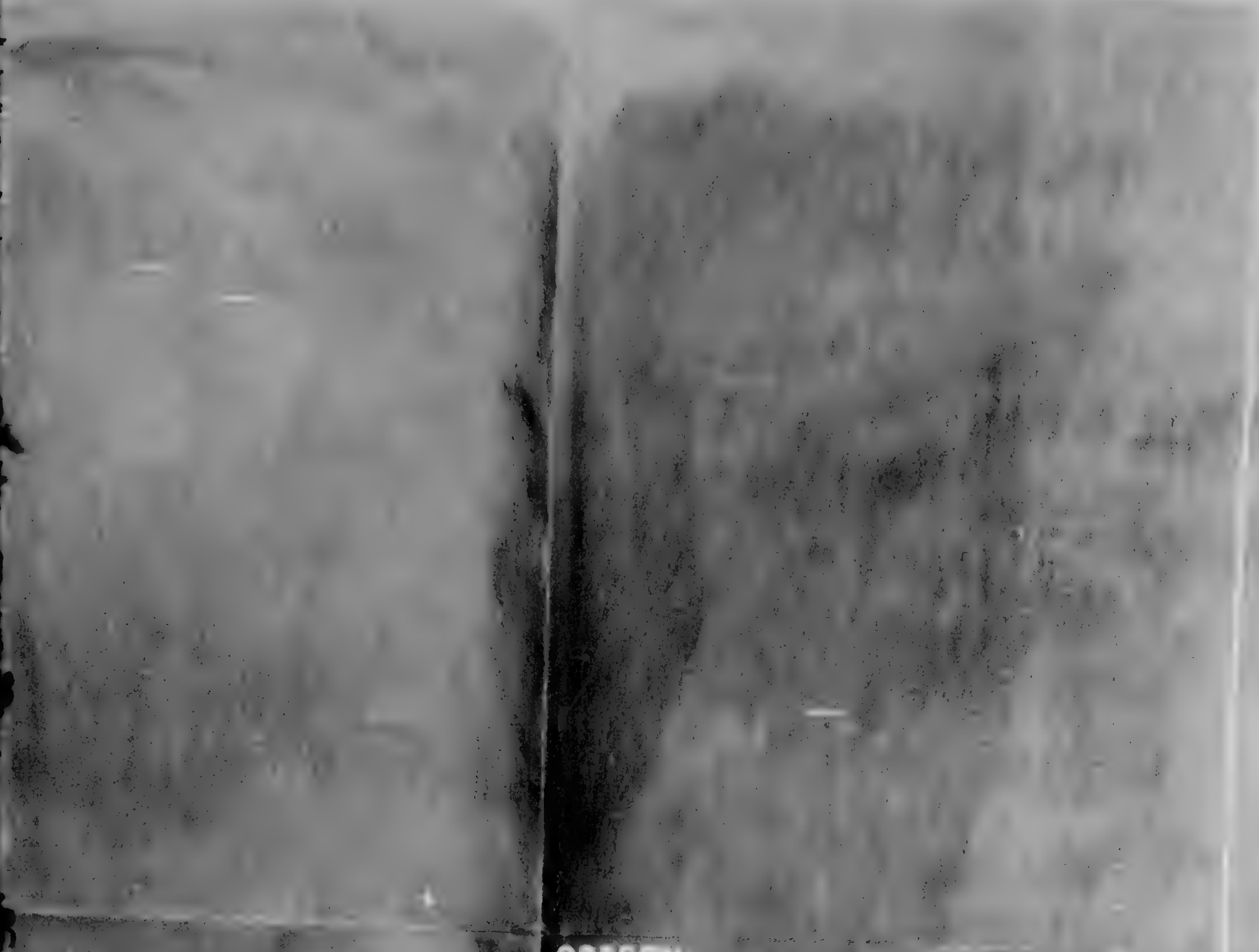
OVER
S.P.R.R. TRACKS — COOS CO.
ON
COOS RIVER SECONDARY HWA
PLAN AND ELEVATION

SCALE AS NOTED
JUNE 10, 1931
CALC. BK. NO. [illegible]

DRAWN BY C.H.D.
TRACED BY R.H.F.
CHECKED BY

SHEET 1 O
BRIDGE N
DRAWING

ACCOMPANIED BY SHEET #303-04-5032



OREGON
STATE HIGHWAY COMMISSION

BUNKER HILL OVERCROSSING

OVER
S.P.R.R. TRACKS — COOS CO.
ON
COOS RIVER SECONDARY HWAY.

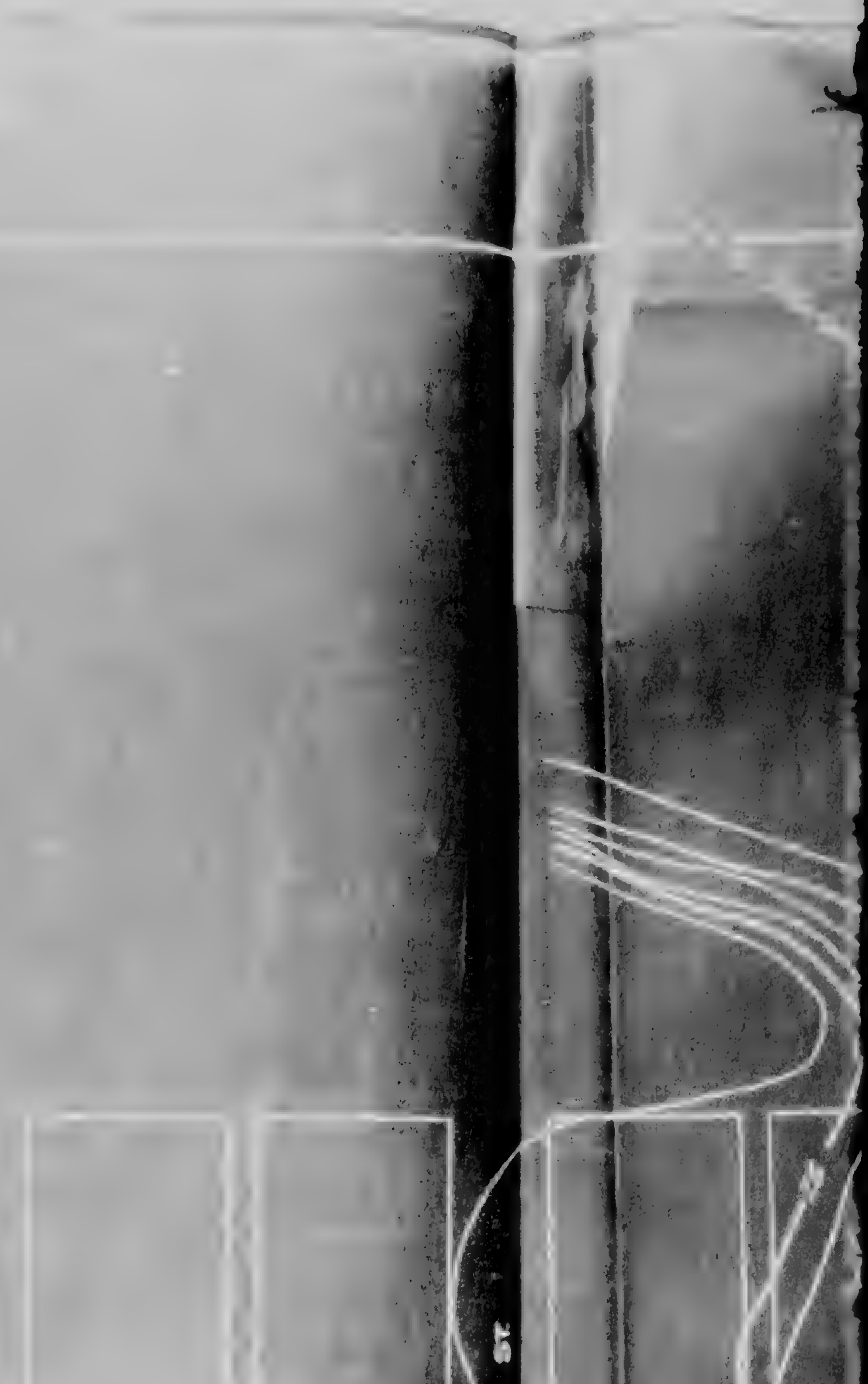
PLAN AND ELEVATION

SCALE AS NOTED
JUNE 16, 1937
CALC. BK. NO. 188

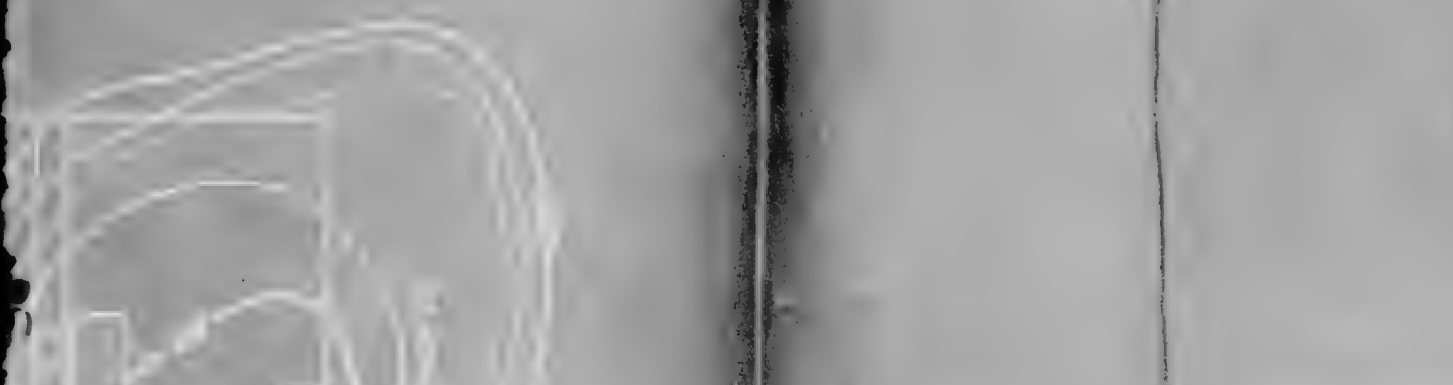
DRAWN BY C.H.D.
TRACED BY A.H.F.
CHECKED BY

SHEET 1 OF
BRIDGE NO. [illegible]
DRAWING NO. 6302

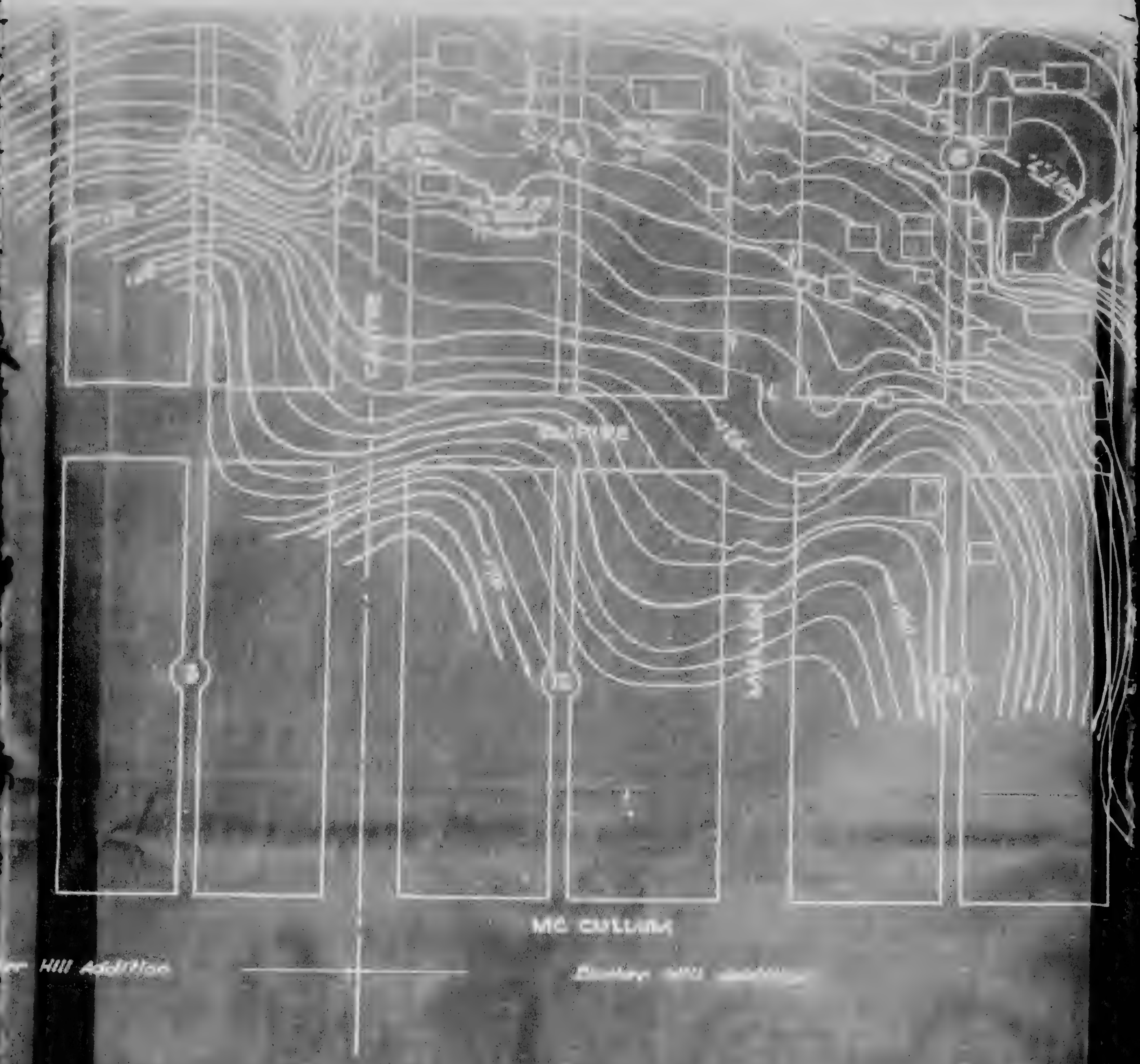
ACCOMPANIED BY DWGS. 6303-04-5032

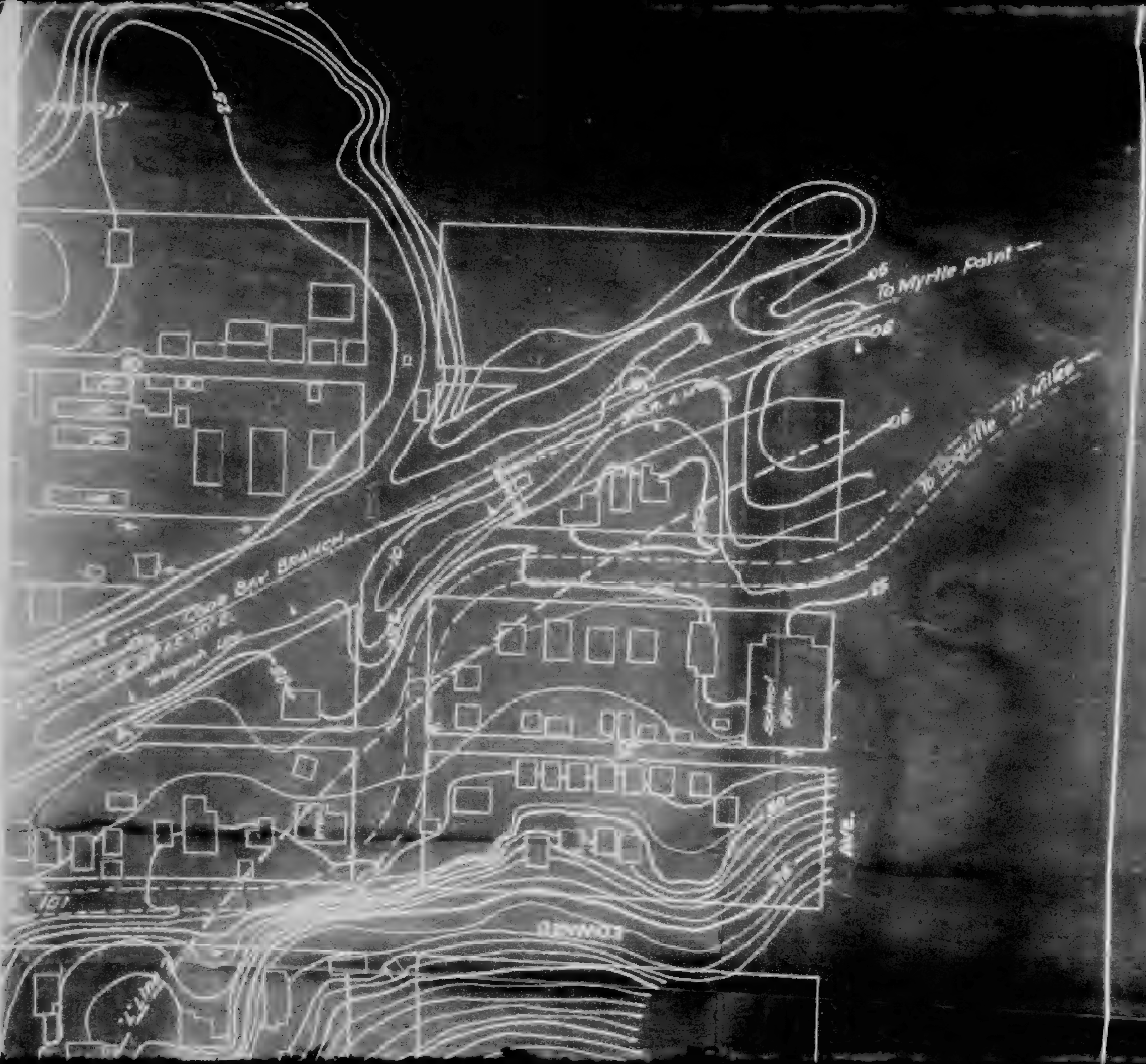


HIGHWAY
ST.
ST.



HILL
Upper Bunker Hill


MC CULLUM
Hill Addition

COOS BAY BRANCH
To Myrtle Point
To Coquille 1½ Miles
EDWARDS
AVE.
School
101
10
25
90
95

[illegible] DEPARTMENT

[illegible]

VICINITY MAP

[illegible] ATION in BUNKER

[illegible] NDARY HWY.

[illegible] Y

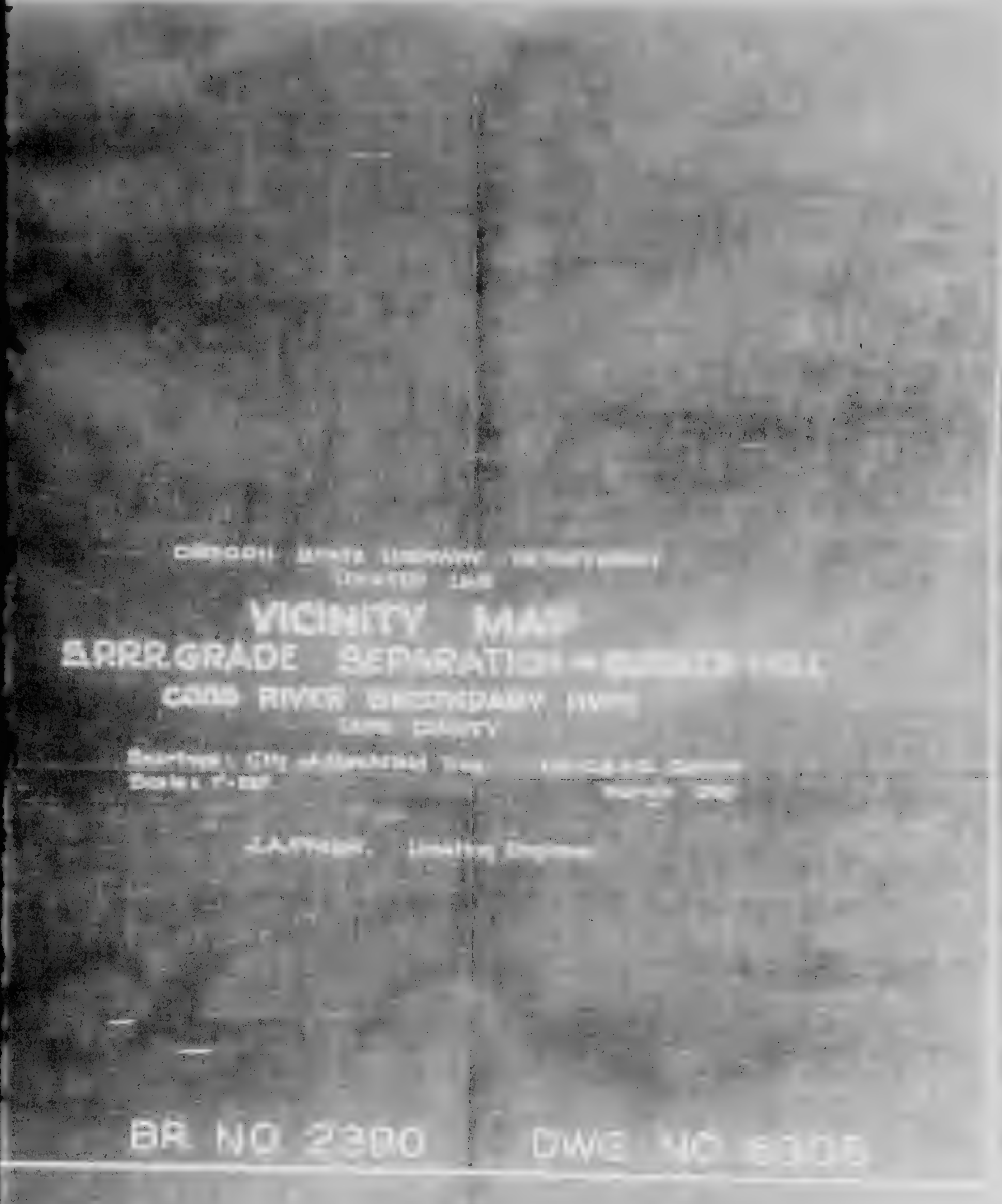
U.S.C.&G.S. [illegible]

March [illegible]

[illegible] Engineer

BR. NO. 2800

DWG. NO. 6



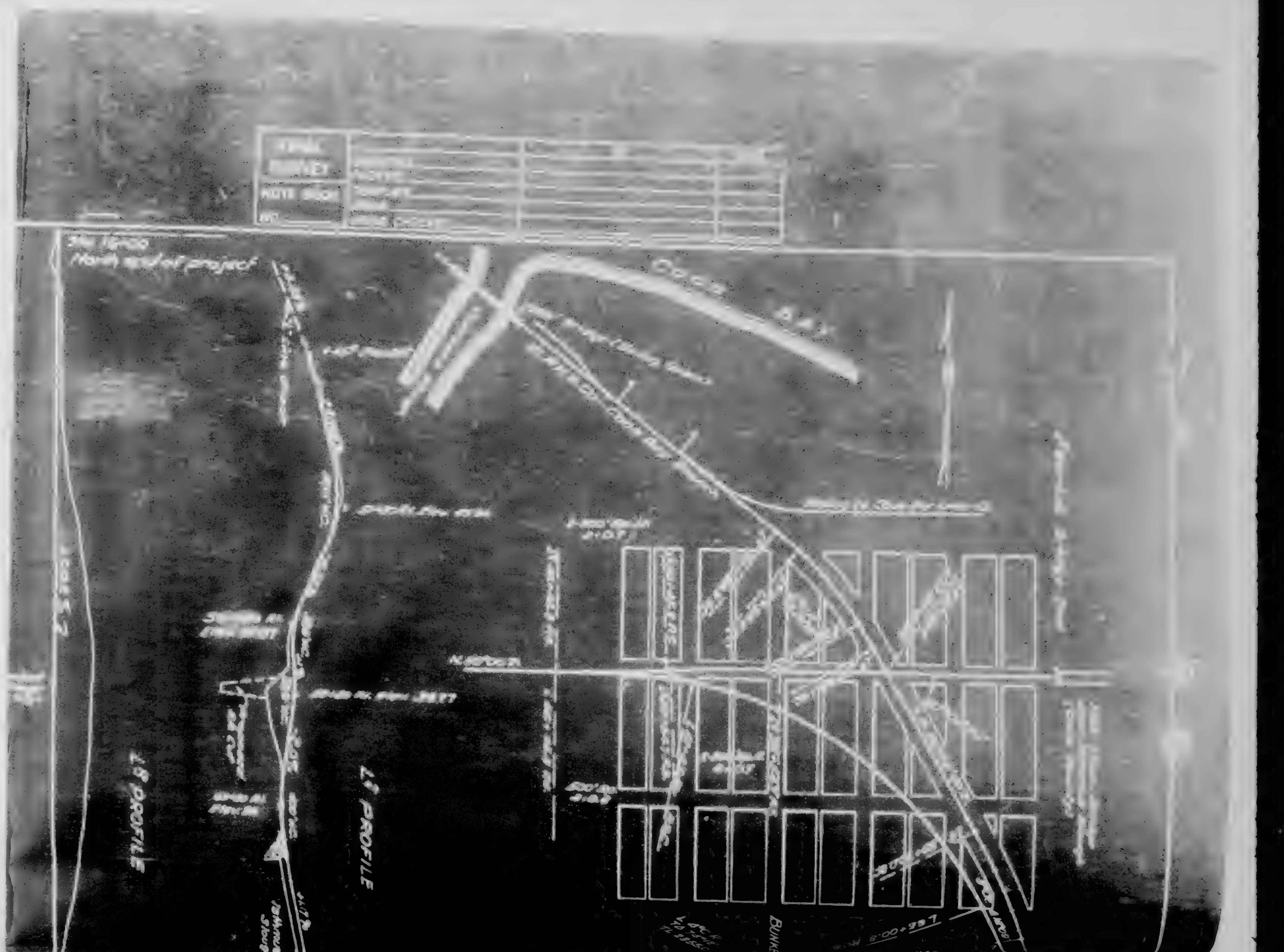
OREGON STATE HIGHWAY DEPARTMENT
[illegible]

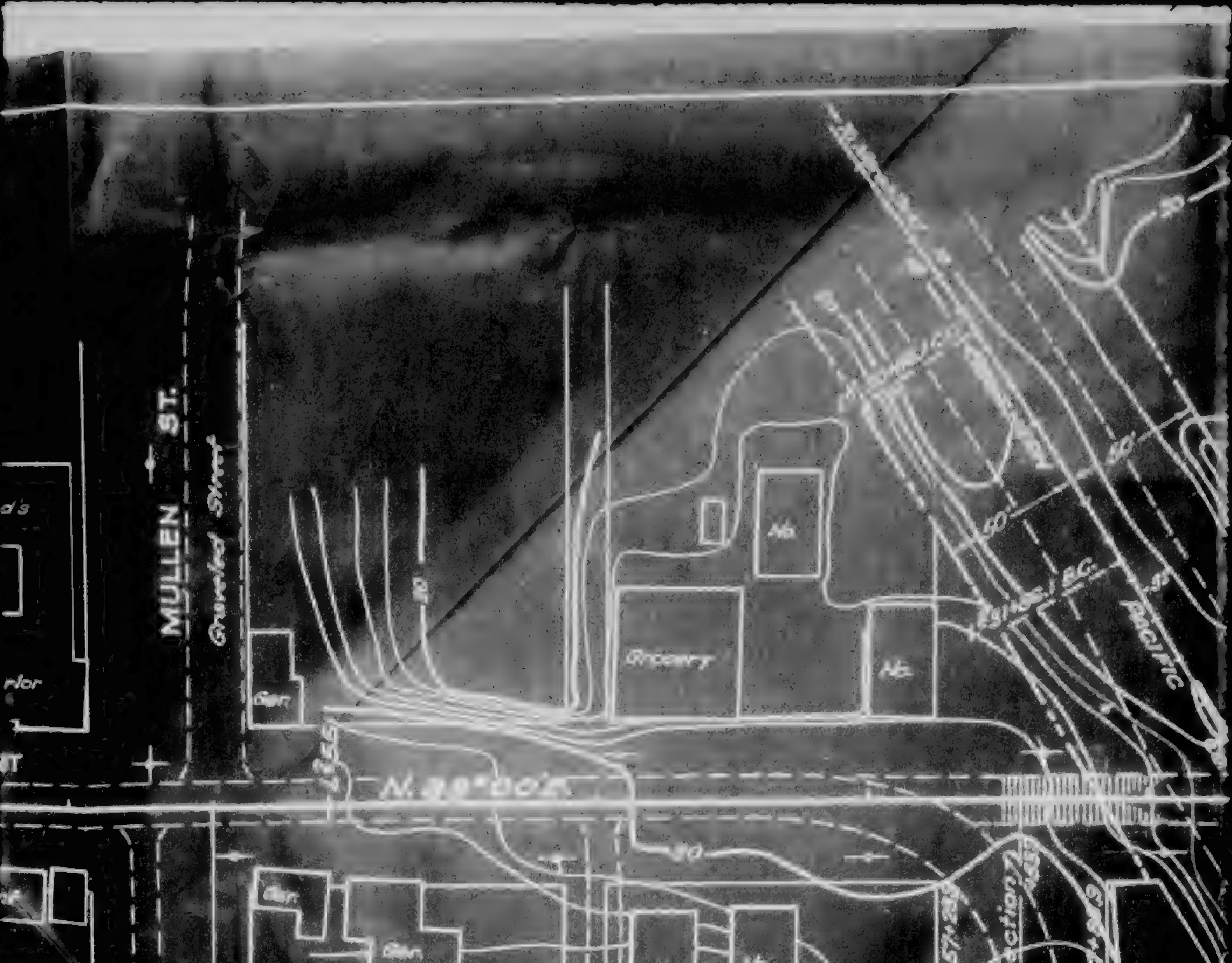
VICINITY MAP
S.P.R.R. GRADE SEPARATION — [illegible]
COOS RIVER SECONDARY HWY.
[illegible] COUNTY

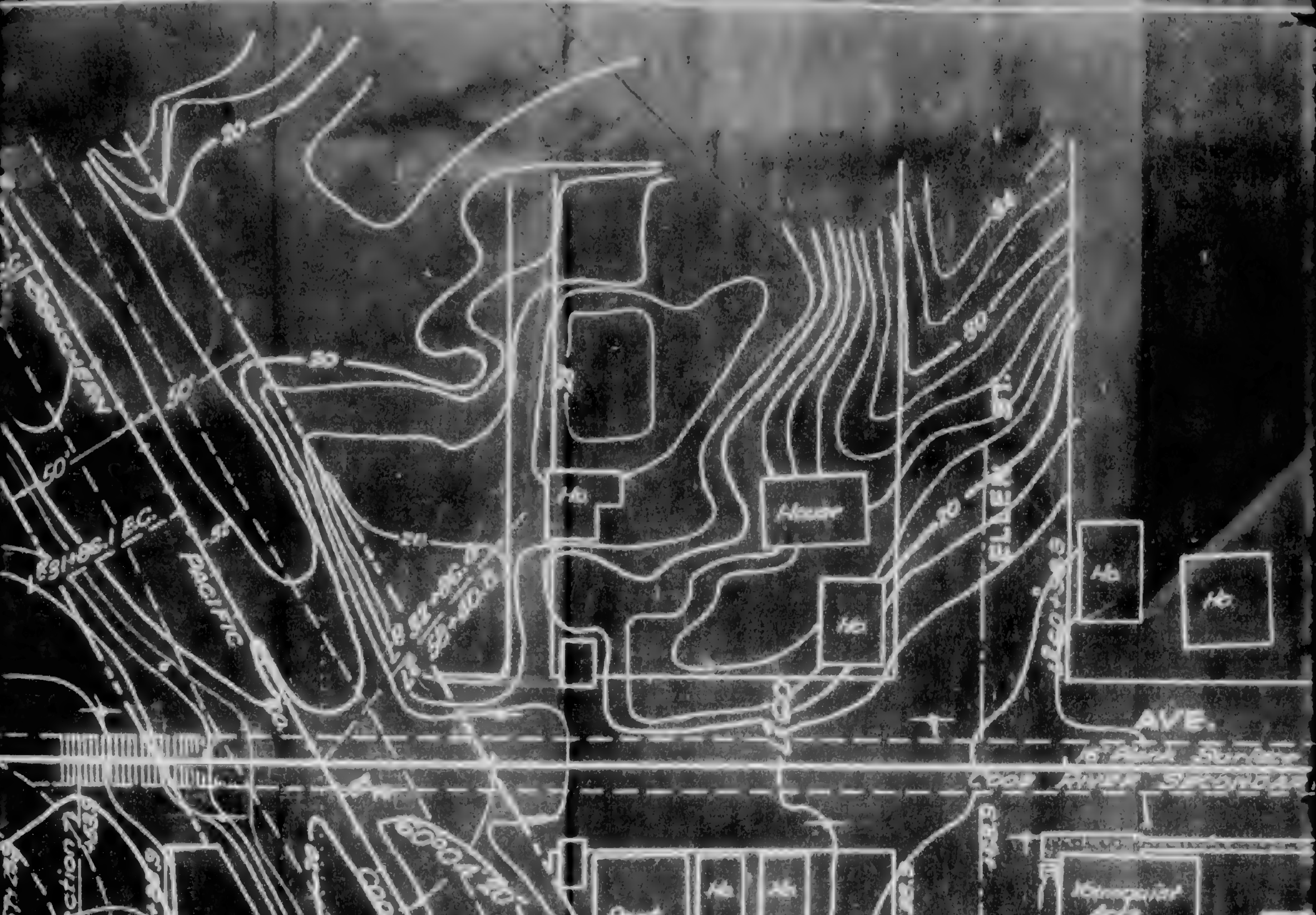
[illegible]
Scale 1"= [illegible]

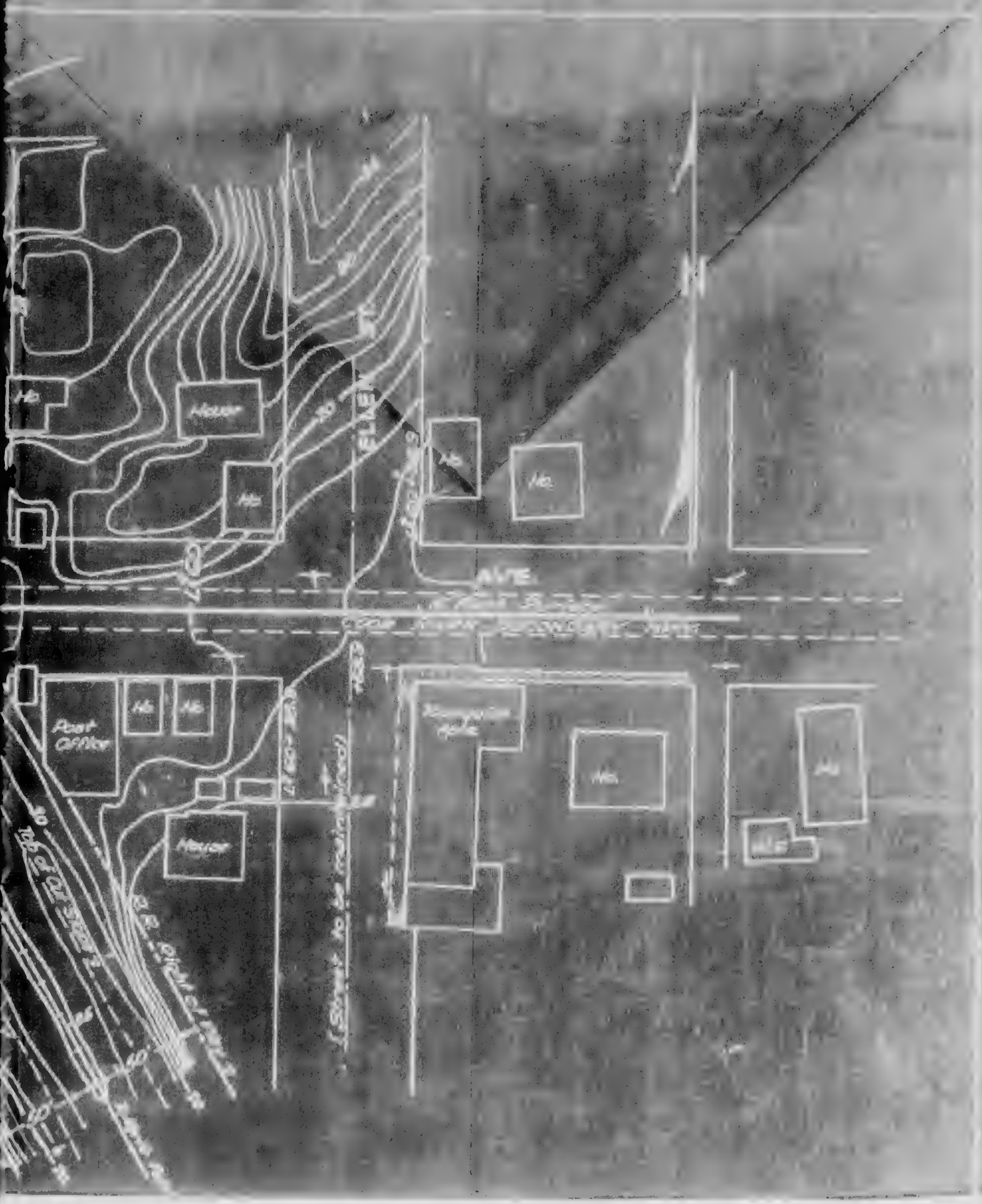
[illegible]

BR. NO. 2300 DWG. NO. 6305

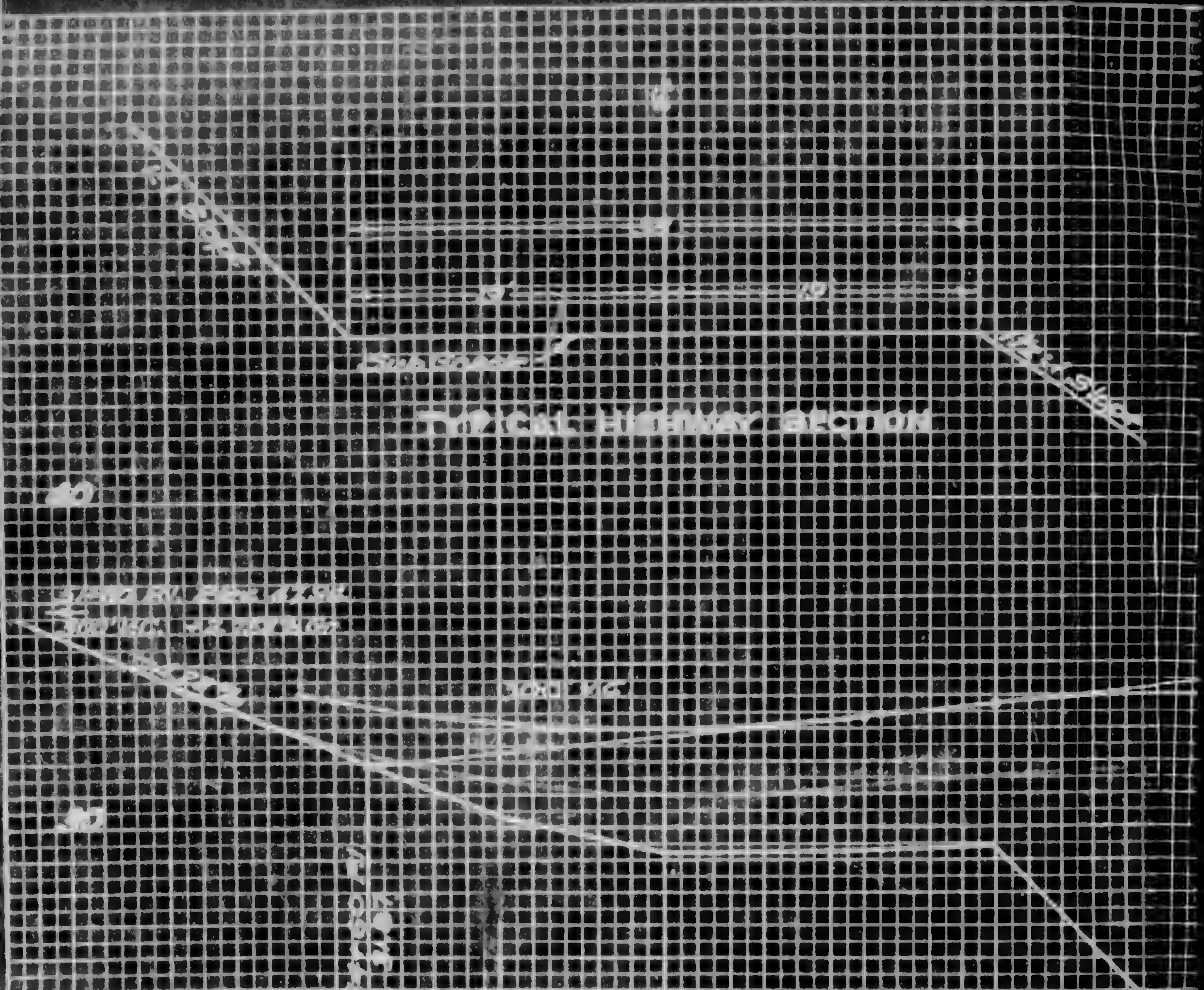

FINAL SURVEY
NOTE BOOK
Sta 16+00
North end of project
COOS BAY
L⁸ PROFILE
L⁸ PROFILE
Isthmus Slough
BUNKER

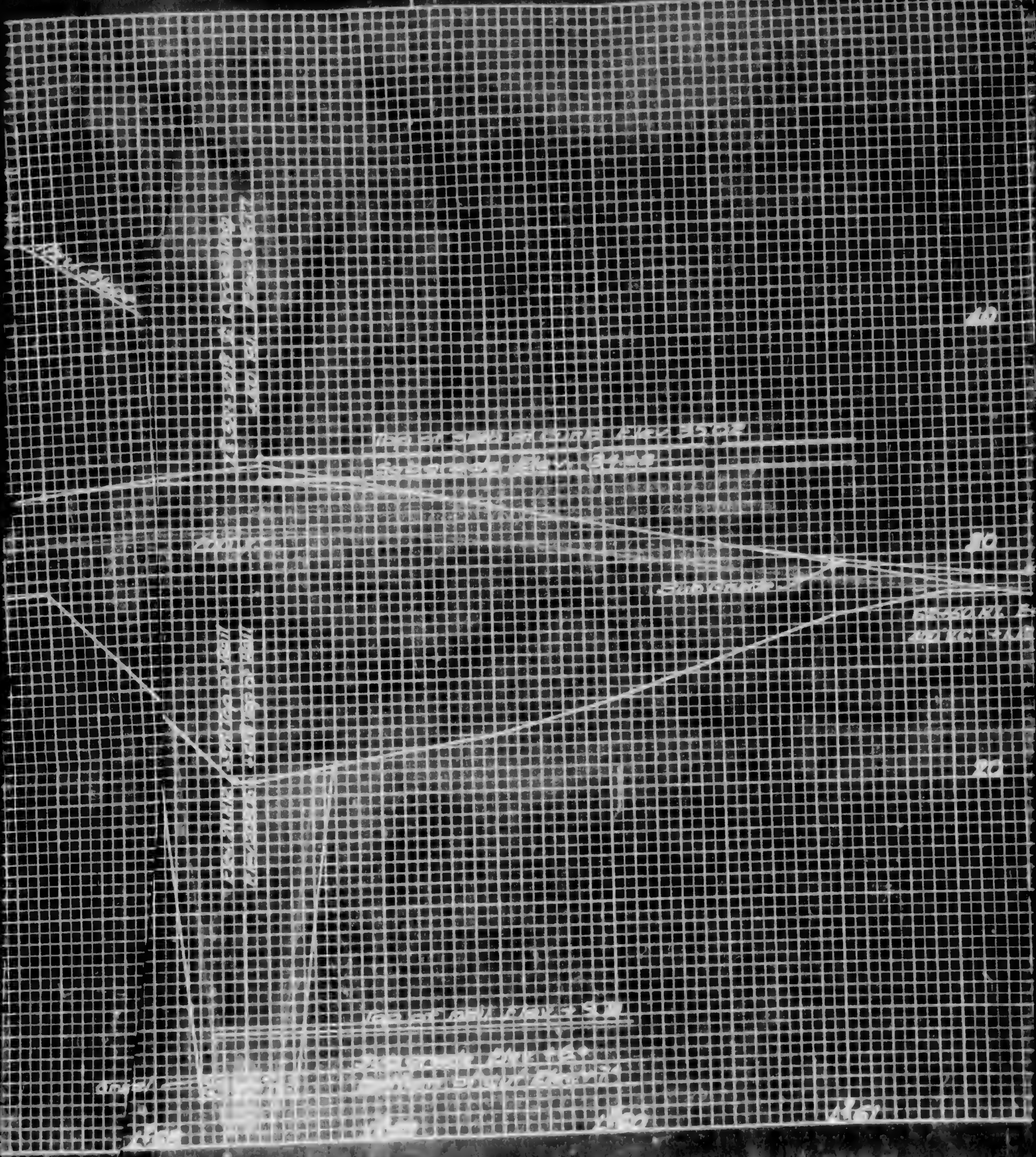

MULLEN ST.
Graveled Street
Gar.
N. 89°00'E.
Grocery
Ho.
Ho.
Ho.
30
40
40
30
PACIFIC
Gar.
Gar.
Ho.
Ho.
Ho.
Ho.
Ho.
Ho.
Ho.
Ho.
Ho.
Ho.
Ho.
L55
L65
L 54+ 56.7 RT.
Paved Street
Graveled Street
EDWARD ST.
℄ Coquille 17th.
℄ Prop. L-L Connection
OREGON COAST HWY.
L 57+28.9
L 57+
Restaurant
d's
rlor


20
50
50
50
50
E.C.
PACIFIC
Ho.
House
Ho.
ELLEN ST.
80
70
Ho.
Ho.
AVE.
To Park Surface
COOS RIVER SECONDARY
Post Office
Ho.
Ho.
Restaurant
Ho.
Ho.
Ho.
Ho.
Ho.
House
Kincaid Apts.
To Coquille
OREGON COAST HWY.
Prop. Lt. L Connection
EDWARD ST.
COOS BAY
Top of Cut Slope
R.R. Right of Way
Right of Hwy.
(Street to be maintained)
26
80
60


ELM ST.
50
40
30
Ho.
House
Ho.
Ho.
Ho.
AVE.
Ho.
Ho.
Post Office
House
Ho.
Ho.
30

ORIGINAL SURVEY		BY	DATE
	SURVEYED		
	PLOTTED		
	TEMPLATE		
NOTE BOOK	AREAS		
NO.	AREAS CHECKED		




Subgrade

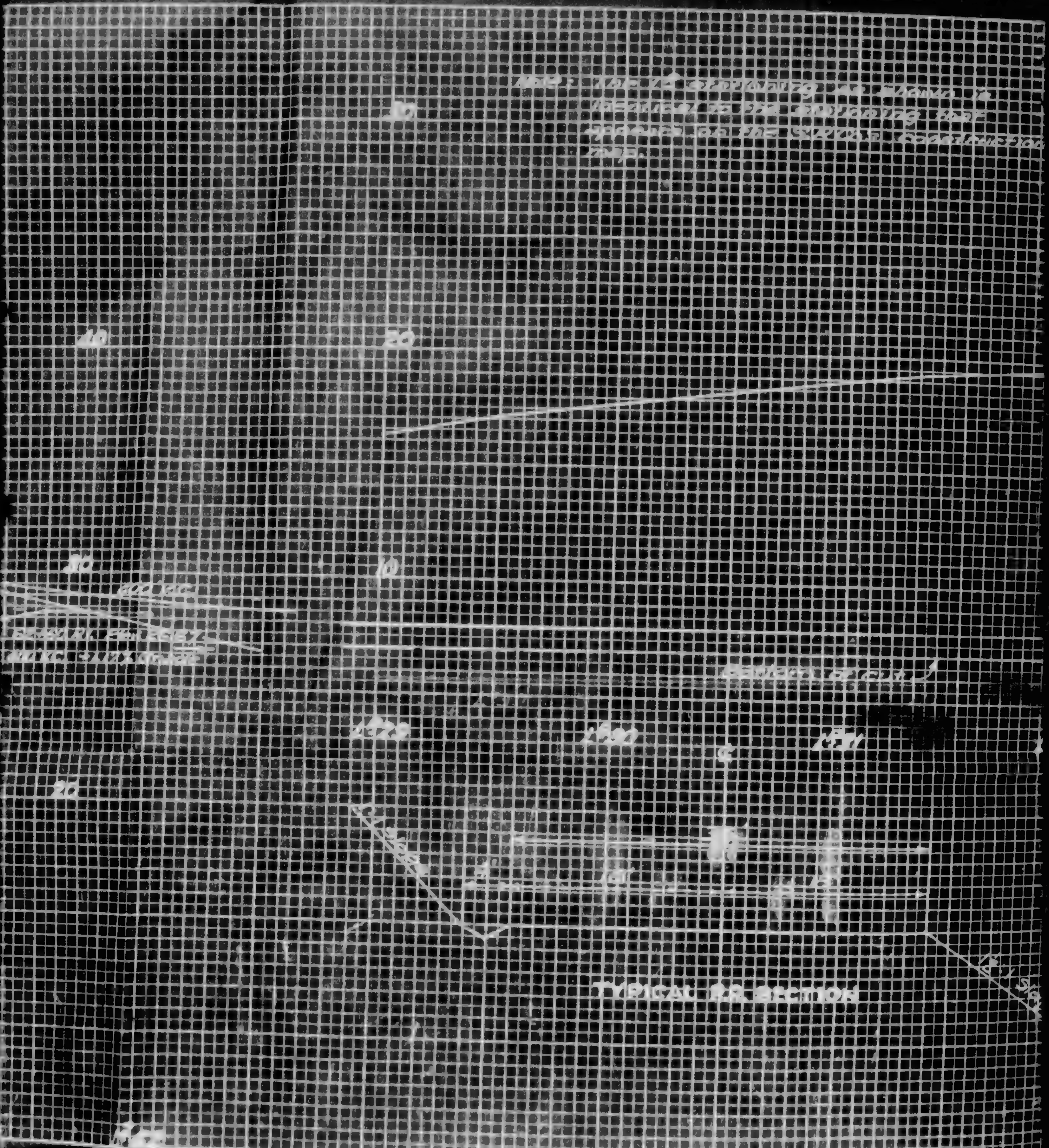
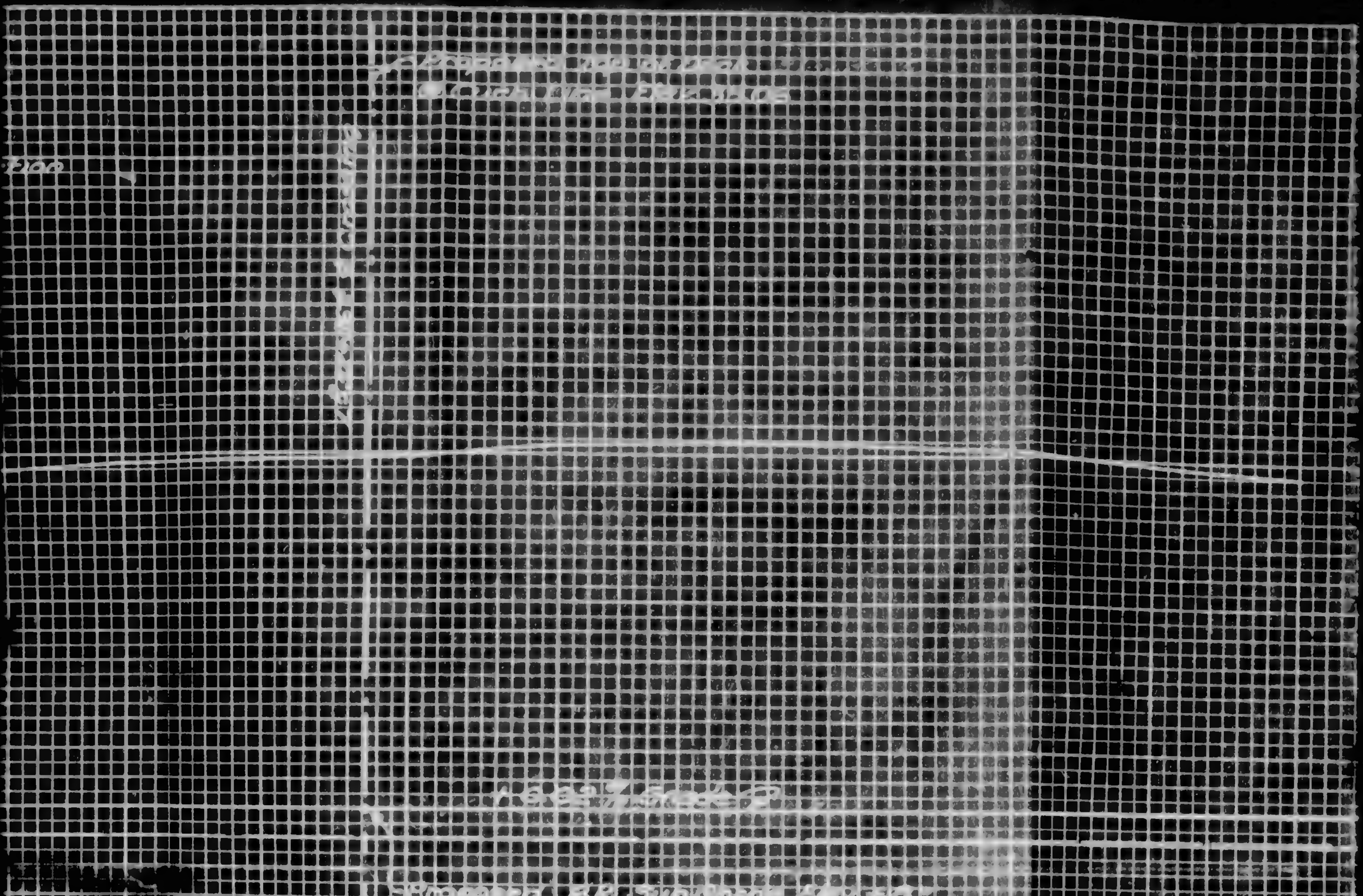

NOTE: THE STATIONING AS SHOWN IS REFERRED TO THE STATIONING THAT APPEARS ON THE STREET CONSTRUCTION MAP.
30
40
20
30
10
1929
1930
1931
℄
20
TYPICAL R.R. SECTION

PLATE 1—CROSS SECTION [illegible]

[illegible]



OREGON STATE HIGHWAY

PLAN AND PROFIL

OF

BUNKER HILL GRADE S

COOS RIVER SECONDARY

SOUTHERN PACIFIC CO. - COOS

CITY OF MARSHFIELD - COOS

PLAN SCALE: 1"=30'

PROFILE SCALES:

HORIZ. 1"=30'

VERT. 1"=5'

BE

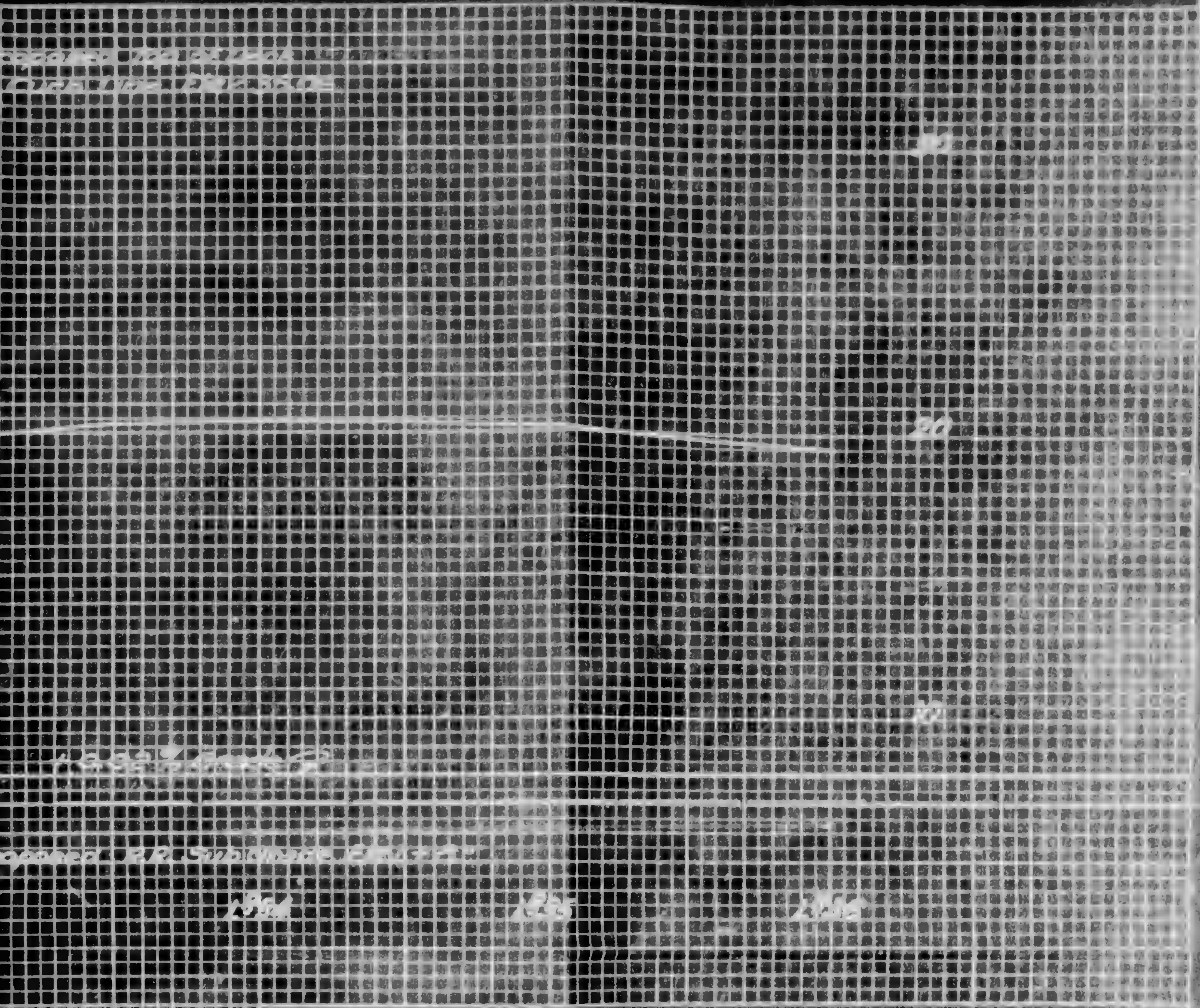
U.S.

JAN

J.A.

BR. NO

DWG. NO



OREGON STATE HIGHWAY DEPARTMENT

PLAN AND PROFILE
OF
BUNKER HILL GRADE SEPARATION
COOS RIVER SECONDARY HIGHWAY
SOUTHERN PACIFIC CO. - COOS BAY BRANCH
CITY OF MARSHFIELD — COOS COUNTY

PLAN SCALE: 1"=50'
PROFILE SCALES:
HORIZ. 1"=50'
VERT. 1"=5'

BEARINGS TRUE
U.S.C.&G.S. DATUM
JANUARY
J.A. PHELPS

BR. NO 2390
DWG NO

CONTRACT# 1990, 2045

FLH 6-A Lake County Line-Gap Ranch Sec.
Central Oregon Highway 1937

1997.2045

RECEIVED
DEC 9 1938
FOR FILING

7 H 6-a

#2045

December 9, 1938

Shell Oil Company,
1220 S. W. Morrison St.,
Portland, Oregon.

Attention: Frank J. Harner.

Gentlemen:

Reference is made to your letter of December 7th concerning the A. Milne, Contract No. 2045, Lake County Line-Gap Ranch Section in Harney County.

You are advised that this contract was completed June 8, 1938, and was accepted June 30, 1938.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dist. by J. McFarland.

RECEIVED
EC 9 - 1938
OREGON
STATE HIGHWAY COMMISSION

SHELL OIL COMPANY
1220 S.W. MORRISON STREET
PORTLAND, OREGON

TELEPHONE ATWATER 7321

December 7, 1938

State of Oregon
Highway Department
Salem, Oregon

Attention: Mr. Glaisyer

Gentlemen:

Re: A. Milne
Oregon State Contract 2045

It is our understanding that this contract has been completed for several months. Kindly furnish us with official completion and acceptance dates of this work.

Very truly yours,
SHELL OIL COMPANY

FRANK J. HORNER
Division Credit Manager

RER:GC
Encl.

[illegible]
[illegible]
[illegible]

RECEIVED
JUL 14 1938
FOR FILING

#1998

July 12, 1938

Shell Oil Company,
1220 S. W. Morrison St.,
Portland, Oregon.

Attention: Mr. Frank J. Hurner.

Gentlemen:

Reference is made to your letter of July 11th concerning Contract No. 1998, Harold Blake.

You are advised that contract No. 1998 is for the grading and surfacing of the Lake County Nine-Gap Ranch Section of the Central Oregon Highway in Harney County, and was awarded to Babler Brothers on August 12, 1937.

This contract was completed by the contractors on January 12, 1938, and was accepted by the Highway Commission on February 19, 1938. Final payment has been made.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#1998

SHELL OIL COMPANY
1220 S.W. MORRISON STREET
PORTLAND, OREGON
TELEPHONE ATWATER 7321

July 11, 1938

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Harold Blake
Contract #1998

Will you please favor us with a progress report covering this contract.

As we understand that the job is finished, will you kindly furnish us with completion and acceptance dates.

A stamped, addressed envelope is attached for your convenience.

Very truly yours,

SHELL OIL COMPANY

FRANK J. HURNER
Division Credit Manager

RER:RS
Encl.

RECEIVED
JUL 12 1938
FOR FILING

FLH 6-A

#2045

July 12, 1938

United States Fidelity & Guarenty Company,
Walter F. Cline, Agent,
Board of Trade Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2045 for the construction of the Lake County Line-Gap Ranch Section of the Central Oregon Highway in Harney County has been completed by the contractor, A. Milne, and that final settlement will be made by the State with said contractor for work done under said contract on or after July 22, 1938.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $19,215.19, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED
JUL 16 1938
FOR FILING

No. 8

148-D
IN YOUR REPLY PLEASE
REFER TO FILE No.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

July 11, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon F.A.P. 148-D, Lake County Line-Gap Ranch section, Central Oregon Highway, was made by a representative of this office on June 24, 1938. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Highway Engineer

RECEIVED
JUN 30 1938
FOR FILING

FLH 6-A

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

June 28, 1938

RECEIVED
JUN 29 1938
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Enclosed is an approved copy of a substitute estimate for Oregon Federal Lands project FLH 6-A, Lake County Line-Gap Ranch section of Central Oregon Highway, together with an approved copy of the specifications for the oiling contract.

Very truly yours,

W. H. LYNCH
District Engineer

By

L. C. Caufield
Highway Engineer

Encl.

RECEIVED
JUN 30 1938
FOR FILING

FA 148-D

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

June 28, 1938

RECEIVED
JUN 29 1938
[illegible]
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Enclosed is an approved copy of a substitute estimate for Oregon Federal Aid Project No. 148-D, Lake County Line-Gap Ranch section of the Central Oregon Highway, together with an approved copy of the specifications for the oiling contract.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Encl.

Jon

#2045

RECEIVED
JUN 29 1938
FOR FILING

724 6-a

June 27, 1938

United States Fidelity & Guaranty Company,
Walter F. Cline, Agent,
Board of Trade Building,
Portland, Oregon.

Gentlemen:

Please be advised that it is the intention of the State Highway Commission to make semi-final payment to A. Milne, on Contract No. 2045, Lake County Line-Gap Ranch Section of the Central Oregon Highway in Harney County. This payment will be made on or after July 7th, 1938.

Kindly acknowledge receipt of this letter.

Very truly yours,
STATE HIGHWAY COMMISSION
By
Secretary.

Dict. by J. McFarland.

Form [illegible]

V

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

FLH 6-A + FA 148-D

For Week Ending June 18, 1938, 193

Section Lake County Line-Gap Ranch

Kind of work Oil Mat Surfacing

Highway Central Oregon

Section prefix 13-1013

Contractor A. Milne

Contract number 2045

Date of contract Feb. 17, 1938, 193

Date of completion June 30, 1938, 193

Date work started May 14, 1938, 193

Estimated date of completion Completed, 193

Amount of contract . . . . $ 18,902.00

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering . . . . $ 19,353.66

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering cost to date, $ 800.00, 4.2 %

Date project was completed June 8, 1938, 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

FINAL REPORT

Estimate completed this week and shipped today.

RECEIVED JUN 20 1938

NOTED
RAY WEBB

Signed Samuel C. Thaller

Address Burns, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	.... COUNTY	.... COUNTY	.... COUNTY	.... COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							
....							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
JUN 21 1938

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
JUN 18 1938

148-D

June 17, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the substitute estimate for Oregon Federal Aid Project No. 148-D, Lake County Line-Gap Ranch section of the Central Oregon Highway, submitted with your letter of June 14, 1938.

Approval is made of Federal participation, without increase in total cost, in the three items shown under Contract No. 2045 and not included in the agreement estimate:

180 Cu.Yds.	Placing Shoulder Material	0.50	90.00
600 Yd. Mi.	Hauling Shoulder Material	0.12	72.00
50 M-gals.	Sprinkling	2.00	100.00

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Lo.

RECEIVED
JUN 21 1938
FOR FILING

RECEIVED
1938

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

FLH 6-A

June 17, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the substitute estimate for Oregon Federal Lands project FLH 6-A, Lake County Line-Gap Ranch section of the Central Oregon Highway, submitted with your letter of June 14, 1938.

Approval is made of Federal participation, without increase in total cost, in the three items shown under Contract No. 2045 and not included in the agreement estimate:

620 Cu.Yds.	Placing Shoulder Material	0.50	310.00
1400 Yd.Mi.	Hauling Shoulder Material	0.12	168.00
150 M-gals.	Sprinkling	2.00	300.00

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

RECEIVED
AUG 30 1938
FOR FILING

148-D

June 14, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of substitute estimate for the Lake County Line-Gap Ranch Section, Project No. FA 148-D.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/HR

Encl.

Oregon State Highway Department   Federal Aid Project No. 148-D(3)

LAKE COUNTY LINE-GAP RANCH SECTION

OF THE CENTRAL OREGON HIGHWAY IN HARNEY COUNTY

(Substitute estimate for vouchering. Based on low bid prices.)

Salem, Oregon, June 24, 1938

COMPLETED FEDERAL AID WORK

Final Cost, Original Project- - - - - - - - - - - - - - - - -$ 51,673.10

Final Cost, Emergency Construction Project- - - - - - - - - - 6,427.80

Total Final Cost- - - - - - - - - -$ 58,100.90

Federal Aid Paid, Original Project- - - - - - - - - - - - - -$ 22,716.12

Federal Aid Paid, Emergency Construction Project- - - - - - - - 1,859.82

Total Federal Aid Paid- - - - - -$ 24,575.94

Emergency Construction Funds Paid - - - - - - - - - - - - - - - -$ 4,339.60

NEW WORK

Surfacing & Road Mix Surface Treatment

(Sta. 4790+30 to 4996+00) (Contract No. 1936)

6,000	cu. yds.	Earth Embankment in Place	$ 0.30	$ 1,800.00
5,600	cu. yds.	Gravel Base Surfacing	0.40	2,240.00
3,400	cu. yds.	Gravel Top Surfacing	0.40	1,360.00
84,000	yd. mi.	Hauling Surfacing Material	0.12	10,080.00
680	cu. yds.	Gravel Shoulders	0.40	272.00
5,700	yd. mi.	Hauling Shoulder Material	0.12	684.00
600	cu. yds.	Filler	0.30	180.00
600	yd. mi.	Hauling Filler	0.18	108.00
350	M-gal.	Sprinkling	1.75	612.50
3.90	miles	Preparation of Base	100.00	390.00
4,400	cu. yds.	Mineral Aggregate	0.45	1,980.00
43,000	yd. mi.	Hauling Mineral Aggregate	0.12	5,160.00
3.90	miles	Mixing and Finishing	600.00	2,340.00
390	tons	Light Cutback in Place	27.00	10,530.00
			Subtotal	$ 37,736
			10% Engrs. & Cont.	3,773
			Total	$ 41,509

Length   3.901 miles
Cost per mile $ 10,640

Surfacing (Sta. 4634+65 to 4649+15)
(Sta. 4702+68 to 4775+89.7) (Contract No. 1998)

6,300	cu. yds.	Common Excavation	$ 0.32	$ 2,016.00
300	cu. yds.	Solid Rock Excavation	0.32	96.00
0.50	mile	Finishing Roadbed and Slopes	100.00	50.00
3,700	cu. yds.	4½" - 2" Rock in Base	1.55	5,735.00
1,500	cu. yds.	3/4" Rock in Base	1.55	2,325.00
1,800	cu. yds.	Cinders in Sub-surfacing and Shoulders	0.30	540.00
8,000	yd. mi.	Hauling Cinders	0.10	800.00
180	cu. yds.	Filler	0.25	45.00
180	yd. mi.	Hauling Filler	0.10	18.00
490	cu. yds.	1½" - 3/4" Rock in Stockpile	1.55	759.50
200	cu. yds.	3/4" - ½" Rock in Stockpile	1.55	310.00
330	cu. yds.	½" - ¼" Rock in Stockpile	1.55	511.50
150	cu. yds.	¼" - 0" Rock in Stockpile	1.55	232.50
				$ 13,438.50

Oiling (Sta. 4634+65 to 4649+15) (Sta. 4702+68 to 4775+89.7)
(Contract No. 2045)

1.74	miles	Preparation of Base	$ 100.00	$ 174.00
1,180	cu. yds.	Placing Mineral Aggregate	0.60	708.00
4,000	yd. mi.	Hauling Mineral Aggregate	0.12	480.00
78	tons	SC-6 Road Oil in Place	28.50	2,223.00
22	tons	Emulsified or Cutback Asphalt in Seal Coat	31.00	682.00
180	cu. yds.	Placing Shoulder Material	0.50	90.00
600	yd. mi.	Hauling Shoulder Material	0.12	72.00
50	M-gal.	Sprinkling	2.00	100.00
				$ 4,529.00

Subtotal	$ 17,967
10% Engr. & Cont.	1,796
Total	$ 19,763

Length	1.737 miles
Cost per mile	$ 11,377

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1929
State Funds for Maintenance: Chap. 41, laws 1927

Oregon State Highway Department Federal Aid Project No. 148-B(3)

LAKE COUNTY LINE-GAP RANCH SECTION

OF THE CENTRAL OREGON HIGHWAY IN HARNEY COUNTY

~~(Estimate on basis for modified agreement. Based on low bid prices)~~.
(Substitute estimate for vouchering. Based on low bid prices) June 1938

Salem, Oregon, ~~August 30, 1937~~

COMPLETED FEDERAL AID WORK

Final Cost, Original Project- -	$ 51,673.10
Final Cost, Emergency Construction Project- - - - - - - - - - - - -	6,429.80
Total Final Cost- - - - - - - - - -	$ 58,102.90
Federal Aid Paid, Original Project- - - - - - - - - - - - - - - - - - -	$ 22,716.12
Federal Aid Paid, Emergency Construction Project- - - - - - - - -	1,859.82
Total Federal Aid Paid- - - - -	$ 24,575.94
Emergency Construction Funds Paid - - - - - - - - - - - - - - - - - -	$ 4,339.60

NEW WORK

Surfacing & Road Mix Surface Treatment
(Sta. 4790+0 to 4996+20) (Contract No. 1936)

6,000	cu. yds.	Earth Embankment in Place	$ 0.30	$ 1,800.00
5,600	cu. yds.	Gravel Base Surfacing	0.40	2,240.00
3,400	cu. yds.	Gravel Top Surfacing	0.40	1,360.00
84,000	yd. mi.	Hauling Surfacing Material	0.12	10,080.00
680	cu. yds.	Gravel Shoulders	0.40	272.00
5,700	yd. mi.	Hauling Shoulder Material	0.12	684.00
600	cu. yds.	Filler	0.30	180.00
600	yd. mi.	Hauling Filler	0.18	108.00
350	M-Gal.	Sprinkling	1.75	612.50
3.90	miles	Preparation of Base	100.00	390.00
4,400	cu. yds.	Mineral Aggregate	0.45	1,980.00
43,000	yd. mi.	Hauling Mineral Aggregate	0.12	5,160.00
3.90	miles	Mixing and Finishing	600.00	2,340.00
390	tons	Light Cutback in Place	27.00	10,530.00
			Subtotal	$ 37,736
			10% Engr. & Cont.	3,773
			Total	$ 41,509

Length	3.901 miles
Cost per mile	$ 10,640

Surfacing (Sta. 4634+65 to 4649+15)
(Sta. 4702+88 to 4779+89.7) (Contract No. 1998)

6,300	cu. yds.	Common Excavation	$ 0.32	$ 2,016.00
300	cu. yds.	Solid Rock Excavation	0.32	96.00
0.50	mile	Finishing Roadbed and Slopes	100.00	50.00
3,700	cu. yds.	4½" - 2" Rock in Base	1.55	5,735.00
1,500	cu. yds.	¾" Rock in Base	1.55	2,325.00
1,800	cu. yds.	Cinders in Sub-surfacing and Shoulders	0.30	540.00
8,000	yd. mi.	Hauling Cinders	0.10	800.00
180	cu. yds.	Filler	0.25	45.00
180	yd. mi.	Hauling Filler	0.10	18.00
490	cu. yds.	1½" - ¾" Rock in Stockpile	1.55	759.50
200	cu. yds.	¾" - ½" Rock in Stockpile	1.55	310.00
330	cu. yds.	½" - ¼" Rock in Stockpile	1.55	511.50
150	cu. yds.	¼" - 0" Rock in Stockpile	1.55	232.50
				$ 13,438.50

Oiling (Estimated Prices)

1.74	miles	Preparation of Base	$ 100.00	$ 174.00
1,180	cu. yds.	Placing Mineral Aggregate	1.10	1,298.00
4,000	yd. mi.	Hauling Mineral Aggregate	0.20	800.00
86	tons	No. 3 Road Oil in Place	28.00	2,408.00
22	tons	Emulsified or Cutback Asphalt in Place	30.00	660.00
				$ 5,340.00

Subtotal	$ 18,778
10% Engr. & Cont.	1,877
Total	$ 20,655

Out

Length	1.737 miles
Cost per mile	$ 11,891

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Surf. and Road Mix	$ 41,509	$ 25,320	$ 16,189
Surf.	20,655	12,600	8,055
	$ 62,164	$ 37,920	$ 24,244

State Funds for Construction: Chap. 175, Laws 1917; Chap. 31, Laws 1920
State Funds for Maintenance: Chap. 41, Laws 1927

RECEIVED
AUG 30 1938
FOR FILING
FLH 6-A

June 14, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of substitute estimate for the Lake County Line-Gap Ranch Section, Project FLH 6-A.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Lands Highway
Project No. FLH 6-A

LAKE COUNTY LINE-GAP RANCH SECTION OF THE CENTRAL OREGON HIGHWAY IN HARNEY COUNTY

(Estimate as basis for modified agreement. Based on low bid prices)

Salem, Oregon, June 14, 1938

Surfacing and Mineral Aggregates (Sta. 4387+50 to 4634+65) (Sta. 4649+15 to 4702+68) (Sta. 4779+89.7 to 4790+00) (Contract No. 1998)

10	cu. yds.	Trench Excavation	$ 1.00	$ 10.00
18,700	cu. yds.	Common Excavation	0.32	5,984.00
3,700	cu. yds.	Solid Rock Excavation	0.32	1,184.00
900	yd. mi.	Truck Haul	0.20	180.00
1.62	miles	Finishing Roadbed and Slopes	100.00	162.00
1,800	lin. ft.	Rounding Cutbanks	0.10	180.00
20	lin. ft.	18" Concrete Pipe	3.50	70.00
12,300	cu. yds.	4½" - 2" Rock in Base	1.55	19,065.00
4,900	cu. yds.	¾" Rock in Base	1.55	7,595.00
6,200	cu. yds.	Cinders in Sub-surfacing and Shoulders	0.30	1,860.00
22,000	yd. mi.	Hauling Cinders	0.10	2,200.00
620	cu. yds.	Filler	0.25	155.00
620	yd. mi.	Hauling Filler	0.10	62.00
1,630	cu. yds.	1½" - ¾" Crushed Rock in Stockpile	1.55	2,526.50
670	cu. yds.	¾" - ½" Crushed Rock in Stockpile	1.55	1,038.50
1,110	cu. yds.	½" - ¼" Crushed Rock in Stockpile	1.55	1,720.50
520	cu. yds.	¼" - 0" Crushed Rock in Stockpile	1.55	806.00
				$ 44,798.50

Oiling (Contract No. 2245)

5.87	miles	Preparation of Base	$ 100.00	$ 587.00
3,920	cu. yds.	Placing Mineral Aggregate	0.60	2,352.00
7,500	yd. mi.	Hauling Mineral Aggregate	0.12	900.00
264	tons	SC-6 Road Oil in Place	28.50	7,524.00
72	tons	Emulsified or Cutback Asphalt in Seal Coat	31.00	2,232.00
620	cu. yds.	Placing Shoulder Material	0.50	310.00
1,400	yd. mi.	Hauling Shoulder Material	0.12	168.00
150	M-gal.	Sprinkling	2.00	300.00
				$ 14,373.00

Subtotal	$ 59,171
10% Engr. & Cont.	5,917
Total	$ 65,088

Length	5.869 miles
Cost per mile	$ 11,090

State Funds for Construction: Chap. 175, Laws 1927; Chap. 51, Laws 1920
State Funds for Maintenance: Chap. 41, Laws 1927

(9)

Oregon State Highway Department

Federal Lands Highway
Project No. FLH 6-A

LAKE COUNTY LINE-GAP RANCH SECTION

OF THE CENTRAL OREGON HIGHWAY IN HARNEY COUNTY

as basis for project agreement. Based on low bid prices)
(Estimate ~~as basis for project agreement.~~ Based on low bid prices.)

June 1938
Salem, Oregon, ~~August 25, 1937~~

4634+65

**Surfacing and Mineral Aggregates (Sta. 4387+50 to 4366+65)
(Sta. 4640+15 to 4702+68) (Sta. 4779+89.7 to 4789+00)
(Contract No. 1998)**

10	cu. yds.	Trench Excavation	$ 1.00	$ 10.00
18,700	cu. yds.	Common Excavation	0.32	5,984.00
3,700	cu. yds.	Solid Rock Excavation	0.32	1,184.00
900	yd. mi.	Truck Haul	0.20	180.00
1.62	miles	Finishing Roadbed and Slopes	100.00	162.00
1,800	lin. ft.	Rounding Cutbanks	0.10	180.00
20	lin. ft.	18" Concrete Pipe	3.50	70.00
12,300	cu. yds.	4½" - 2" Rock in Base	1.55	19,065.00
4,900	cu. yds.	¾" Rock in Base	1.55	7,595.00
6,200	cu. yds.	Cinders in Sub-surfacing and Shoulders	0.30	1,860.00
22,000	yd. mi.	Hauling Cinders	0.10	2,200.00
620	cu. yds.	Filler	0.25	155.00
620	yd. mi.	Hauling Filler	0.10	62.00
1,630	cu. yds.	1½" - ¾" Crushed Rock in Stockpile	1.55	2,526.50
670	cu. yds.	¾" - ½" Crushed Rock in Stockpile	1.55	1,038.50
1,110	cu. yds.	½" - ¼" Crushed Rock in Stockpile	1.55	1,720.50
520	cu. yds.	¼" - 0" Crushed Rock in Stockpile	1.55	806.00
				$ 44,798.50

Insert (A)

Oiling (Estimated Prices)

5.87	miles	Preparation of Base	$ 100.00	$ 587.00
3,920	cu. yds.	Placing Mineral Aggregates	1.10	4,312.00
7,500	yd. mi.	Hauling Mineral Aggregates	0.20	1,500.00
280	tons	No. 3 Road Oil in Place	28.00	7,840.00
72	tons	Emulsified or Cutback Asphalt In Place	30.00	2,160.00
				$ 16,399.00

Subtotal	$ 61,197
10% Engr. & Cont.	6,119
Total	$ 67,316

Length	5.869 miles
Cost per mile	$ 11,469

FLH Funds Requested- -	$ 48,577
State Funds- -	18,739
	$ 67,316

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

RECEIVED
MAY 10
FOR FI

7LH 6-a

May 10, 1933

Babler Brothers,
1633 S. E. 6th Avenue,
Portland, Oregon.

Gentlemen:

In accordance with your request of May 9th I am this date sending to you at Wagontire, copies of your contracts No. 1973, Valley Falls-Cinder Butte Section, and No. 2045, Lake County Line-Gap Ranch Section.

13-1010

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

BABLER LLOYD BABLER

BABLER BROS.

CONTRACTORS

RECEIVED
MAY 10 1938
OFFICE
STATE HIGHWAY COMMISSION

1636 S. E. 6th Avenue,
Portland, Oregon,
May 9, 1938

Oregon State Highway Commission,
Salem, Oregon

Gentlemen:- Attention: Mr. H. B. Glaisyer, Secretary

Please send to Babler Bros., Wagontire, Oregon, copies of the following contracts.

4/27/37 Valley Falls-Cinder Butte Contract #1973

2/17/38 Lake County Line-Gap Ranch Contract #2045

Yours very truly,

BABLER BROS.

By Harry Babler
Harry Babler

JHS

Form [illegible]

EGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

6-a

For Week Ending March 19,1938, 193

Section Lake County Line-Gap Ranch

Kind of work Grading & Surfacing

Highway Central Oregon

Section prefix 13-1012

Contractor Babler Bros.

Contract number ~~1943~~ 1798

Date of contract Aug.12,1937, 193

Date of completion April 30,1938, 193

Date work started Aug.20,1937, 193

Estimated date of completion , 193

Amount of contract $ 68157.00

Per cent of time elapsed completed %

Estimated cost of completed project, exclusive of engineering $ 72426.61

Per cent of contract completed, based on total contract price %

Engineering cost to date, $ 4140.00, %

Date project was completed Jan.12,1938, 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Party referencing line and checking corrections on semi final estimate.

Walters is now convalescing at home.

Signed L. R. Chandler

Address Burns, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ...., Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
MAR 1 5 1938
FOR FILING

7I# 6-a

March 14, 1938

UNITED STATES FIDELITY & GUARANTY COMPANY
McCollister & Campbell, General Agents
300 Central Building
Seattle, Washington

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2045 which was awarded on February 17, 1938, to A. Milne by the State Highway Commission, covering the oiling of the Lake County Line-Gap Ranch Section of the Central Oregon Highway, in Harney County.

This copy is being sent you as surety on the bond furnished by the contractor and is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

RECEIVED
MAR 15 1938
FOR FILING

ZLH 1-a

March 14, 1938

Mr. A. Milne
7253 N. E. Broadway
Portland, Oregon

Dear Sir:

We are sending you today by express a fully executed copy of Contract No. 2045 which was awarded to you by the State Highway Commission on February 17, 1938, covering the oiling of the Lake County Line-Gap Ranch Section of the Central Oregon Highway, in Harney County.

This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

#1998

RECEIVED
MAR 5 1938
FOR FILING

7H6-a

March 1, 1938

United States Fidelity & Guaranty Company,
Walter F. Cline, Agent,
Board of Trade Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Babler Brothers on Contract No. 1998 for the construction of the Lake County Line-Gap Ranch Section of the Central Oregon Highway in Harney County. This payment will be made on or after March 11, 1938.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED
FEB 23 1938
FOR FILING
7l # 6-a

February 18, 1938

Mr. A. Milne
7253 N. E. Broadway
Portland, Oregon

Dear Sir:

The State Highway Commission on February 17, 1938, awarded you the contract for 7.61 miles oil mat surface treatment on the Lake County Line-Gap Ranch Section of the Central Oregon Highway, in Harney County. This award was based on your low bid of $18,902.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

HBG:AM

cc - Mr. Probert

RECEIVED
FEB 25 1938
FOR FILING

RECEIVED
21 1938
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

#46-a

February 17, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Lands project FLH 6-A and Federal Aid Project 148-D, the Lake County Line-Gap Ranch section of Central Oregon Highway, to A. Milne, Portland, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Highway Engineer

Jon

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

2-21-38

RECEIVED
FEB 24 1938
FOR FILING

February 11th
1938

NOTED
State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

In accordance with your letter of instructions under date of November 6, 1936, we are submitting herewith, for comparison of bids, the following estimate on the Lake County Line-Gap Ranch section of the Central Oregon Highway in Harney County for 7.61 miles of oil mat surface treatment, type O-11 modified:

Item No.	Item			Unit Price	Amount
1.	Preparation of Base	7.61	Miles	$ 62.50	$ 475.63
2.	Placing Mineral Aggregate	5,100	cu. yds.	0.61	3,111.00
3.	Hauling Mineral Aggregate	11,500	yd. mi.	0.19	2,185.00
4.	SC-6 Road Oil in Place	342	tons	31.80	10,875.60
5.	Emulsified or Cutback Asphalt in seal coat	94	tons	34.30	3,224.20
6.	Placing Shoulder Material	800	cu. yds.	0.29	232.00
7.	Hauling Shoulder Material	2,000	yd. mi.	0.12	240.00
8.	Sprinkling	200	M-Gals.	4.74	948.00
	Total amount of Estimate				$ 21,291.43

Reference is made to your letter under date of December 20, 1937, requesting that a great deal of care be taken in preparing the estimate of cost and adding the customary 15% contractor's profit. Following is an explanation of these items in the order in which they appear on the estimate:

1. Preparation of Base — 50.00
   Base to be carefully maintained by State until Contractor takes over, plus $12.50 traffic control

2. Placing Mineral Aggregate - 0.53 loading, spreading & Rolling + 15% — 0.61
   0.53 = average cost on state oiling crews for past four years.

3. Hauling Mineral Aggregate - 0.17 + 15% = — 0.19
   0.17 = average cost on state oiling crews for past four years.

4. SC-6 Road Oil in Place - Cost @ Bay Dist. Estimated $10.00 per ton

Freight to Bend	7.50
Heating & Loading	1.75
Spreading	1.80
Hauling 88 miles @ 0.052	4.58
Total	25.63

Moving & Setting up Plant, Est. $684.00 or $ 2.00
27.63
+ 15% 4.17
Total 31.80

5. RC-5 Cutback 34.50
Cutback cost $2.50 more per ton than SC-6
$31.00 + 2.50 = $34.50

6. Placing Shoulder Material - 0.25 + 15% = 0.29

7. Hauling Shoulder Material 0.10 + 15% = 0.12

8. Sprinkling 17 mile Haul from Silver Creek if not available in Borrow Pit
Loading & Spreading ------------------------------ 1.70
Hauling in excess of 6 miles, 0.22 M-Gal, 0.22 x 11 = 2.42
4.12 + 15% = 4.74

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
FEB 15 1938
FOR FILING

February 7th
1938

NOTED
State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

In reply to your letter of January 24th concerning report of Tom Davis that 300 feet of embankment on the Gap Ranch section be widened.

I am attaching hereto an order for state force to be done by maintenance crews. I believe this is the fill immediately east of Gap Ranch. It was a rock fill and deemed wide enough so that plans were not made on the original job to include widening. You will remember that cross sections were not taken over this entire section before the job was made up; the old sections were taken and these, along with an inspection made by Mr. Gould, were the basis for widening on this job.

We are trying to hold, as nearly as possible, to the 26' on all sections, but we apparently overlooked this particular place. However, there will be no trouble in having it done as mentioned in your letter.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

WEC:f

cc-Mr. R. H. Baldock ✓

Encl.

RECEIVED
AUG 30 1938
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. 148-D

POST OFFICE BUILDING
PORTLAND, OREGON

February 1, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Project No. 148-D, Lake County Line-Gap Ranch section of the Central Oregon Highway, have been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Chief of Bureau.

Prompt submission of the bid tabulation and the modification of project agreement estimate will be appreciated.

It is noted that the placing of screen rejections on shoulders and sprinkling are not included in the estimate. When submitting the project agreement estimate, we suggest that these items be shown as non-participating items.

The estimate has a typographical error on page 2 under Oiling. The first station should be shown correctly on the project agreement estimate as 4634+65.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

RECEIVED
AUG 30 1938
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE NO. FLH 6-a

February 1, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Lands Highway project FLH 6-A, the Lake County Line-Gap Ranch section of the Central Oregon Highway, have been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Chief of Bureau.

Prompt submission of the bid tabulation and the modification of project agreement estimate will be appreciated.

It is noted that the placing of screen rejections on shoulders and sprinkling are not included in the estimate. When submitting the project agreement estimate, we suggest that these items be shown as non-participating items.

The estimate has a typographical error, as Station 4634+65 is shown as 4364+35. Please correct this on the project agreement estimate.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

RECEIVED
AUG 30 1938
FOR FILING

148-D

January 26, 1938

Mr. W. M. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of revised estimate to accompany specifications for oil mat surface treatment on the Lake County Line-Gap Ranch Section, F. A. Project No. 148-D.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/GS

Encl.

Oregon State Highway Department Federal Aid Project No. 148-B

LAKE COUNTY LINE-GAP RANCH SECTION

OF THE CENTRAL OREGON HIGHWAY IN HARNEY COUNTY

(Estimate to accompany revised oiling specifications. Not as basis for modified agreement.)

Salem, Oregon, January 26, 1938

COMPLETED FEDERAL AID WORK

Final Cost, Original Project- -	$ 51,673.10
Final Cost, Emergency Construction Project- - - - - - - - - - - -	6,429.80
Total Final Cost- - - - - - - - -	$ 58,102.90
Federal Aid Paid, Original Project- - - - - - - - - - - - - - - - - -	$ 22,716.12
Federal Aid Paid, Emergency Construction Project- - - - - - - - -	1,859.82
Total Federal Aid Paid- - - - -	$ 24,575.94
Emergency Construction Funds Paid - - - - - - - - - - - - - - - - - -	$ 4,339.60

NEW WORK

Surfacing & Road Mix Surface Treatment
(Sta. 4790+00 to 4996+00) (Contract No. 1936)

6,000	cu. yds.	Earth Embankment in Place	$ 0.30	$ 1,800.00
5,600	cu. yds.	Gravel Base Surfacing	0.40	2,240.00
3,400	cu. yds.	Gravel Top Surfacing	0.40	1,360.00
84,000	yd. mi.	Hauling Surfacing Material	0.12	10,080.00
680	cu. yds.	Gravel Shoulders	0.40	272.00
5,700	yd. mi.	Hauling Shoulder Material	0.12	684.00
600	cu. yds.	Filler	0.30	180.00
600	yd. mi.	Hauling Filler	0.18	108.00
350	M-Gal.	Sprinkling	1.75	612.50
3.90	miles	Preparation of Base	100.00	390.00
4,400	cu. yds.	Mineral Aggregate	0.45	1,980.00
43,000	yd. mi.	Hauling Mineral Aggregate	0.12	5,160.00
3.90	miles	Mixing and Finishing	600.00	2,340.00
390	tons	Light Cutback in Place	27.00	10,530.00
			Subtotal	$ 37,736
			10% Engr. & Cont.	3,773
			Total	$ 41,509

Length	3.901 miles
Cost per mile	$ 10,640

Surfacing (Sta. 4634+65 to 4649+15)
(Sta. 4702+68 to 4779+89.7) (Contract No. 1998)

6,300	cu. yds.	Common Excavation	$ 0.32	$ 2,016.00
300	cu. yds.	Solid Rock Excavation	0.32	96.00
0.50	mile	Finishing Roadbed and Slopes	100.00	50.00
3,700	cu. yds.	1½" - 2" Rock in Base	1.55	5,735.00
1,500	cu. yds.	¾" Rock in Base	1.55	2,325.00
1,800	cu. yds.	Cinders in Sub-surfacing and Shoulders	0.30	540.00
8,000	yd. mi.	Hauling Cinders	0.10	800.00
180	cu. yds.	Filler	0.25	45.00
180	yd. mi.	Hauling Filler	0.10	18.00
490	cu. yds.	1½" - ¾" Rock in Stockpile	1.55	759.50
200	cu. yds.	¾" - ½" Rock in Stockpile	1.55	310.00
330	cu. yds.	½" - ¼" Rock in Stockpile	1.55	511.50
150	cu. yds.	¼" - 0" Rock in Stockpile	1.55	232.50
				$ 13,438.50

Oiling (Sta. 4638+65 to 4649+15) (Sta. 4702+68 to 4779+89.7)
(Estimated Prices)

1.74	miles	Preparation of Base	$ 100.00	$ 174.00
1,180	cu. yds.	Placing Mineral Aggregate	1.10	1,298.00
4,000	yd. mi.	Hauling Mineral Aggregate	0.20	800.00
78	tons	SC-6 Road Oil in Place	28.00	2,184.00
22	tons	Emulsified or Cutback Asphalt in Seal Coat	30.00	660.00
				$ 5,116.00

Subtotal	$ 18,554
10% Engr. & Cont.	1,855
Total	$ 20,409

Length	1.737 miles
Cost per mile	$ 11,749

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Surf. and Road Mix	$ 41,509	$ 25,320	$ 16,189
Surf. and Oiling	20,409	12,450	7,959
	$ 61,918	$ 37,770	$ 24,148

RECEIVED
AUG 30 1938
FOR FILING
FLH 6-a

January 26, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of revised estimate to accompany specifications for oil mat surface treatment on the Lake County Line-Gap Ranch Section, Project No. FLH 6-A.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Lands Highway
Project No. FLH 6-A

LAKE COUNTY LINE-GAP RANCH SECTION OF THE CENTRAL OREGON HIGHWAY IN HARNEY COUNTY

(Estimate to accompany revised oiling specifications. Not as basis for substitute estimate.)

Salem, Oregon, January 26, 1938

Surfacing and Mineral Aggregates (Sta. 4387+50 to 4364+65) (Sta. 4649+15 to 4702+68) (Sta. 4779+39.7 to 4790+00) (Contract No. 1938)

10	cu. yds.	Trench Excavation	$ 1.00	$ 10.00
18,700	cu. yds.	Common Excavation	0.32	5,984.00
3,700	cu. yds.	Solid Rock Excavation	0.32	1,184.00
900	yd. mi.	Truck Haul	0.20	180.00
1.62	miles	Finishing Roadbed and Slopes	100.00	162.00
1,800	lin. ft.	Rounding Cutbanks	0.10	180.00
20	lin. ft.	18" Concrete Pipe	3.50	70.00
12,300	cu. yds.	4½" - 2" Rock in Base	1.55	19,065.00
4,900	cu. yds.	¾" Rock in Base	1.55	7,595.00
6,200	cu. yds.	Cinders in Sub-surfacing and Shoulders	0.30	1,860.00
22,000	yd. mi.	Hauling Cinders	0.10	2,200.00
620	cu. yds.	Filler	0.25	155.00
620	yd. mi.	Hauling Filler	0.10	62.00
1,630	cu. yds.	1¼" - ¾" Crushed Rock in Stockpile	1.55	2,526.50
670	cu. yds.	¾" - ½" Crushed Rock in Stockpile	1.55	1,038.50
1,110	cu. yds.	½" - ¼" Crushed Rock in Stockpile	1.55	1,720.50
520	cu. yds.	¼" - 0" Crushed Rock in Stockpile	1.55	806.00
				$ 44,798.50

Oiling (Estimated Prices)

5.87	miles	Preparation of Base	$100.00	$ 587.00
3,920	cu. yds.	Placing Mineral Aggregate	1.10	4,312.00
7,500	yd. mi.	Hauling Mineral Aggregate	0.20	1,500.00
264	tons	SC-6 Road Oil in Place	28.00	7,392.00
72	tons	Emulsified or Cutback Asphalt in Seal Coat	30.00	2,160.00
				$ 15,951.00

Subtotal	$ 60,749
10% Engr. & Cont.	6,074
Total	$ 66,823

Length	5.869 miles
Cost per mile	$ 11,385

FLH Funds Requested- -	$ 48,595
State Funds- -	18,228
	$ 66,823

FORM 5-A-1 10M 5-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

FLH 1-a

January 24th, 1938

Mr. W. C. Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

NOTED
State Highway Engineer

Dear Sir:

Resident Engineer Walters stationed at Burns on the Gap Ranch-Lake County Line Section has not yet completed his final estimate on that project and, therefore, I have requested Division Engineer Chandler to see if use can be made of some of Resident Engineer Chandler's men in completing this final.

Division Engineer Chandler will be at Burns today to discuss this with Mr. Walters, and it may be that Bougen or Eddy, or both, can do some work on this final at their former rating. I will notify you as soon as I hear from Division Engineer Chandler.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

[illegible]
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
FOR FILING

6 a

December 22nd
1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

Reference is made to your letter of December 20th concerning the O-11 project from Lake County Line to Ump Ranch.

My thought was that it might be quite an advantage for state equipment to do this project. They will necessarily have to come through here early in the spring on other work and I thought it possible that we might get an earlier job than would be probable if it was let by contract. My reason for this is that it will be very hard to secure water to properly renew the surface if the work is delayed until late in the summer.

However, if it is contracted the contractor will not be likely to get on the ground until late in the summer, it might be very desirable to put on a prime coat by our own crew earlier in the year in order to save the surface. We will therefore, follow your instructions and make a very careful estimate that would protect us if we happen to be low it would be necessary for the Equipment Department to do the work.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

WEC:f

cc-Mr. R. H. Baldock ✓

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE REFER TO FILE NO.

6a

December 20th, 1937

Mr. W. E. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

Dear Sir:

In your letter of submission for the C-11 specifications for the Lake County Line-Gap Ranch Section, you suggest that the equipment department put in a bid on this project.

There is no way in which such a bid can be submitted. If there is any particular reason why this work should be done by the equipment department, you should take a great deal of care in preparing the estimate of cost, adding of course the customary fifteen per cent for contractor's profit. If the contractors are unable to meet this estimate, the work will of course be automatically turned over to the equipment department for construction.

Very truly yours,
R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AB

cc to: R. H. Baldock

NOTED

SSIONERS
ENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

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Projects
Primary

December 11th
1937

RECEIVED
DEC [illegible] 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

Herewith Engineer's Estimate and Specifications for oiling with an O-11 specification, Lake County Line-Gap Ranch section.

It might be more desirable on this section to place a prime coat but due to holding down expenses to as near $20,000 as possible, it will be impossible to specify it. I think we can get along fairly well as there will probably be water available in old gravel pits next spring, so the surfacing may be properly smoothed up.

I would like to recommend that the Equipment Dept., be asked to put a bid on this project.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

NOTED
State Highway Engineer

WEC:f

cc-Mr. R. H. Baldock ✓

Encl.

RECEIVED
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
DEC 13 1937
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE REFER TO FILE No. Stencil No. 124
Oregon FLH 6-A
Lake County Line-Gap Ranch section
Central Oregon Highway

December 11, 1937

6-a

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By Caufield
L. J. Caufield
Highway Engineer

Encls.

Tos

Appr 32559

Form P. R. 2

State Oregon

Project No. FLH 6-A

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—5518

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 12th day of October, 1937

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; including particularly the amendatory act of June 24, 1930 (46 Stat. 805);

Whereas the Highway Department of said State submitted on the 8th day of June, 1937, a project statement, which was approved by the Secretary on the 24th day of June, 1937, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A of said project which were recommended for approval by the United States District Engineer on the 21st day of June, 1937; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of forty-eight thousand, five hundred ninety-five and 45/100 dollars ($48,595.45) as the share of the United States payable under said act on account of Section A of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State An amount sufficient to cover the cost of construc-
(Include date and citation of act of legislature by which authorized)
tion not otherwise provided from Chapter 175, Laws of 1917; Chapter 31, Laws of 1920.

(*b*) From other sources Funds to the extent of $48,595.45 will be made available under acts approved May 17, 1935 (Pub. No. 62, 74th Congress), and June 29, 1937 (Pub. No. 173 - 75th Congress).
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 4387+50 in the NE 1/4 of the NE 1/4 of Section 24, T. 23 S., R. 23 E., W. M., the east end of FAP 148-C, and survey station 4790+00 in the SW 1/4 of the NW 1/4 of Section 31, T. 23 S., R. 25 E., W. M., (except survey stations 4634+65 to 4649+15 and 4702+68 to 4779+89.7)

, length 5.869 miles, in Harney and Lake County, being Section A of Oregon project No. FLH 6, consisting of 5.869 miles of roadway and no bridges, ~~each of more than 20 feet clear span,~~ ~~of a mile in length.~~

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

[illegible]

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of forty-eight thousand, five hundred ninety-five and 45/100 dollars ($ 48,595.45), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of sixty-seven thousand, three hundred sixteen and 00/100 dollars ($ 67,316.00), the approved total estimated cost of Section A of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chapter 41, Laws of 1927

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 9th day of November, 1937.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

SECRETARY OF AGRICULTURE,

By
Acting Chief, Bureau of Public Roads.

8—5518

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. FLH 6-A State of Oregon

Second. That in accordance with said provisions I have approved the sum of $67,316.00 as the total estimated cost of said project, and the sum of $40,595.45 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 9th day of November one thousand nine hundred and thirty-seven

Secretary of Agriculture,

By H. J. O'Leary
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 3—[illegible]

Form [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
6 - 1937
STATE HIGHWAY COMMISSION

6-a

December 4th
1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

Herewith Request for Authority for Additional Expenditure on the Lake County Line-Gap Ranch project on the Central Oregon Highway under Babler Brothers' Contract #1998.

There was a slight overrun in the cinders. The cinders came out quite coarse and the larger pieces were very hard to break up in any way and naturally caused a loss of material so that it was necessary to make an overrun in these quantities of rock. It was found almost impossible to properly bind up the 4½" - 2" rock with the 2" - 0" specified in the contract.

The job is now going in good shape and the rock base is setting up. Recent rains have helped this job to a great extent. It may be that the final on this job will show a saving in other quantities to offset this additional authorization.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

WEC:f
cc-Mr. R. H. Baldock ✓
Encl.

NOTED
C. B. McCullough

RECEIVED
NOV 27 1937
FOR FILING
148-D

November 26, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

In accord with the request contained in your letter of November 24, 1937, we are enclosing herewith one copy of the detail estimate for the Lake County Line-Gap Ranch Section, Project No. FA 148-D, for work performed under Contract No. 1998.

It has occurred to us, however, since this contract, likewise, covers work on Project No. FLH 6-A, that the missing detail estimate may have been attached to the copies of voucher for that project.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/HR

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
NOV 26 1937
OREGON
STATE HIGHWAY COMMISSION

November 24, 1937

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Will you please forward us a field estimate supporting Oregon FAP 148-D, Lake Co. Line-Gap Ranch, covering Contract No. 1998, Babler Brothers. The one received with your letter of November 23, 1937, forwarding several other progress vouchers, covered only Contract No. 1936, Warren-Northwest, Inc.

The voucher will be held in this office pending receipt of this estimate.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

POST OFFICE BUILDING
PORTLAND, OREGON

[illegible] 1937
[illegible] COMMISSION

IN YOUR REPLY PLEASE
REFER TO FILE No. 148-D

November 26, 1937

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Please disregard our letter of November 24th, requesting a field estimate for Oregon FAP 148-D, Lake County Line-Gap Ranch, covering the Babler Brothers' contract No. 1998. This estimate was found attached to another voucher.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

G.A.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. 148-8

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
1937
STATE HIGHWAY COMMISSION

November 26, 1937

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Please disregard our letter of November 24th, requesting a field estimate for Oregon FAP 148-D, Lake County Line-Gap Ranch, covering the Babler Brothers' contract No. 1998. This estimate was found attached to another voucher.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

G.A.

20

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
23 1937
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE REFER TO FILE NO. Stencil No. 124
Oregon F.A.P. 148-D
Lake County Line-Gap Ranch section

148-D

November 22, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the modified project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

Encls.

Jon

Aypr 6134

Section D,
Oregon Federal Aid Project No. 148.

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on September 20, 1929, by the Oregon State Highway Commission, and on December 3, 1929, by the Acting Secretary of Agriculture, as amended by "Modification of Project Agreement" signed on January 7, 1937, by the said State Highway Commission, and on February 25, 1937, by the Acting Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Section D of Oregon Federal Aid Project No. 148; and

WHEREAS, the said State Highway Commission has requested approval of a revision of the plans, specifications and estimate approved for said Section D to provide for grade betterments and the construction of an oil treated crushed rock surface between survey stations 4634+65 and 4619+15 and between survey stations 4702+68 and 4779+89.7; and by reason thereof has requested that the estimate of cost approved for said Section D be increased from $93,182.10 to $113,837.10, and that the Federal funds approved and set aside to the credit of said Section D be increased from $48,036.12 to $60,636.12:

NOW, THEREFORE, It is hereby mutually agreed by and between the said Oregon State Highway Commission and the Secretary of Agriculture that the plans, specifications and estimate approved for said Section D be revised in the manner above indicated, and that the said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimate and the sum of sixty thousand, six hundred thirty-six and 12/100 dollars ($60,636.12) as the share of the United States payable under said act on account of said Section D, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:"

Article IV shall read:

> "Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of said Section D shall not in any event exceed the sum of sixty thousand, six hundred thirty-six and 12/100 dollars ($60,636.12), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one hundred thirteen thousand, eight hundred thirty-seven and 10/100 dollars ($113,837.10), the approved total estimated cost of said Section D."

Except as herein specifically modified, the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the Oregon State Highway Commission on the 12d day of October, 1937, and the Secretary of Agriculture on the 11th day of Nov., 1937.

OREGON STATE HIGHWAY COMMISSION

By Henry F. Cabell
Chairman, State Highway Commission

By
Member, State Highway Commission

By
Member, State Highway Commission

SECRETARY OF AGRICULTURE

By H. J. O'Leary
Acting Chief, Bureau of Public Roads.

Section D, Oregon Federal Aid Project No. 148-D.

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department ~~as~~ Federal Aid Project No. 148-D, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 113,837.10 in lieu of the $48,036.12 approved by certificate of February 25, 1937 as the total estimated cost of said project, and the sum of $ 60,636.12/ as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 11th day of November one thousand nine hundred and thirty-seven

SECRETARY OF AGRICULTURE,

By H. J. O'Leary
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 8—[illegible]

FORM 9-A-1 10M 8-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
NOV 8 1937
FOR FILING
6-a

November 4th, 1937

Mr. W. E. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

NOTED
State Highway Engineer

Dear Sir:

Reference is made to your letter of October 28th, regarding the increase in size of key rock on the Lake County Line-Gap Ranch Section.

Since an inspection of this job and after careful consideration, it is my opinion you are doing insufficient rolling. The lateral movement under the rock when rolled can be corrected by spreading the rock slightly narrower so that it will reach its ultimate width only after rolling.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

FORM 5-A-4 10M 9-27

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE No.

RECEIVED
OCT 26 1937
FOR FILING
69

October 25th, 1937

Mr. W. E. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

NOTED
State Highway Engineer

Dear Sir:

Reference is made to Mr. Walters' weekly report of October 23rd, in which he states "asked the contractor to try ½ section in maximum screen of smaller size".

The size of rock used in this job has been used on many similar jobs, and it is, therefore, inadvisable for the resident engineer to be experimenting with sizes if that is the purport of the request.

Please advise Mr. Walters to make no alternation of the specifications without the consent of the Division and Construction Engineers.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

RECEIVED
OCT 11 1937
FOR FILING

RECEIVED
OCT 11 1937
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

(Stencil #28)

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon FLH 6-A
Lake Co.Line-Gap Ranch section
Central Oregon Highway

October 9, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

Caufield
By B. J. Caufield
Highway Engineer

RECEIVED
SEP 7 1937
FOR FILING
148-D

September 3, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Lake County Line-Gap Ranch Section, Federal Aid Project No. 148-D.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department   Federal Aid Project No. 148-D

LAKE COUNTY LINE-GAP RANCH SECTION

OF THE CENTRAL OREGON HIGHWAY IN HARNEY COUNTY

(Estimate as basis for modified agreement. Based on low bid prices).

Salem, Oregon, August 30, 1937

COMPLETED FEDERAL AID WORK

Final Cost, Original Project- - - - - - - - - - - - - - - - - - - -	$ 51,673.10
Final Cost, Emergency Construction Project- - - - - - - - - - -	6,429.80
Total Final Cost- - - - - - - - - -	$ 58,102.90
Federal Aid Paid, Original Project- - - - - - - - - - - - - - - -	$ 22,716.12
Federal Aid Paid, Emergency Construction Project- - - - - - - - -	1,859.82
Total Federal Aid Paid- - - - -	$ 24,575.94
Emergency Construction Funds Paid - - - - - - - - - - - - - - - -	$ 4,339.60

NEW WORK

Surfacing & Road Mix Surface Treatment
(Sta. 4790+00 to 4996+00) (Contract No. 1936)

6,000	cu. yds.	Earth Embankment in Place	$ 0.30	$ 1,800.00
5,600	cu. yds.	Gravel Base Surfacing	0.40	2,240.00
3,400	cu. yds.	Gravel Top Surfacing	0.40	1,360.00
84,000	yd. mi.	Hauling Surfacing Material	0.12	10,080.00
680	cu. yds.	Gravel Shoulders	0.40	272.00
5,700	yd. mi.	Hauling Shoulder Material	0.12	684.00
500	cu. yds.	Filler	0.30	150.00
600	yd. mi.	Hauling Filler	0.18	108.00
350	M-Gal.	Sprinkling	1.75	612.50
3.90	miles	Preparation of Base	100.00	390.00
4,400	cu. yds.	Mineral Aggregate	0.45	1,980.00
43,000	yd. mi.	Hauling Mineral Aggregate	0.12	5,160.00
3.90	miles	Mixing and Finishing	600.00	2,340.00
390	tons	Light Cutback in Place	27.00	10,530.00
			Subtotal	$ 37,736
			10% Engr. & Cont.	3,773
			Total	$ 41,509

Length   3.901 miles
Cost per mile $ 10,640

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. [illegible]

Surfacing (Sta. 4634+65 to 4649+15)
(Sta. 4702+68 to 4779+89.7) (Contract No. 1998)

6,300	cu. yds.	Common Excavation	$ 0.32	$ 2,016.00
300	cu. yds.	Solid Rock Excavation	0.32	96.00
0.50	mile	Finishing Roadbed and Slopes	100.00	50.00
3,700	cu. yds.	4½" - 2" Rock in Base	1.55	5,735.00
1,500	cu. yds.	¾" Rock in Base	1.55	2,325.00
1,800	cu. yds.	Cinders in Sub-surfacing and Shoulders	0.30	540.00
8,000	yd. mi.	Hauling Cinders	0.10	800.00
180	cu. yds.	Filler	0.25	45.00
180	yd. mi.	Hauling Filler	0.10	18.00
490	cu. yds.	1½" - ¾" Rock in Stockpile	1.55	759.50
200	cu. yds.	¾" - ½" Rock in Stockpile	1.55	310.00
330	cu. yds.	½" - ¼" Rock in Stockpile	1.55	511.50
150	cu. yds.	¼" - 0" Rock in Stockpile	1.55	232.50
				$ 13,438.50

Oiling (Estimated Prices)

1.74	miles	Preparation of Base	$ 100.00	$ 174.00
1,180	cu. yds.	Placing Mineral Aggregate	1.10	1,298.00
4,000	yd. mi.	Hauling Mineral Aggregate	0.20	800.00
86	tons	No. 3 Road Oil in Place	28.00	2,408.00
22	tons	Emulsified or Cutback Asphalt in Place	30.00	660.00
				$ 5,340.00

Subtotal	$ 18,778
10% Engr. & Cont.	1,877
Total	$ 20,655

Length	1.737 miles
Cost per mile	$ 11,891

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Surf. and Road Mix	$ 41,509	$ 25,320	$ 16,189
Surf.	20,655	12,600	8,055
	$ 62,164	$ 37,920	$ 24,244

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No.

July 28, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The revised P.S.& E. documents for Oregon Federal Aid Project No. 148-D, the Lake County Line-Gap Ranch section of the Central Oregon Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Chief of Bureau.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

RECEIVED
31 1937
S[illegible]

Oregon State Highway Department Federal Aid Project No. 148-D

LAKE COUNTY LINE-GAP RANCH SECTION

OF THE CENTRAL OREGON HIGHWAY IN HARNEY COUNTY

(Estimate to accompany plans and specifications. Not as basis for modified agreement.)

Salem, Oregon, July 30, 1937

COMPLETED FEDERAL AID WORK

Final Cost, Original Project- - - - - - - - - - - - - - - - - - $ 51,675.10
Final Cost, Emergency Construction Project- - - - - - - - - - - 6,425.80

Total Final Cost- - - - - - - - - - $ 58,100.90

Federal Aid Paid, Original Project- - - - - - - - - - - - - - - $ 22,716.12
Federal Aid Paid, Emergency Construction Project- - - - - - - - 1,859.82

Total Federal Aid Paid- - - - - - $ 24,575.94

Emergency Construction Funds Paid - - - - - - - - - - - - - - - $ 4,539.60

NEW WORK

Surfacing & Road Mix Surface Treatment
(Sta. A790+00 to A996+00) (Contract No. 1936)

6,000	cu. yds.	Earth Embankment in Place	$ 0.30	$ 1,800.00
5,600	cu. yds.	Gravel Base Surfacing	0.40	2,240.00
3,400	cu. yds.	Gravel Top Surfacing	0.40	1,360.00
84,000	yd. mi.	Hauling Surfacing Material	0.12	10,080.00
680	cu. yds.	Gravel Shoulders	0.40	272.00
5,700	yd. mi.	Hauling Shoulder Material	0.12	684.00
600	cu. yds.	Filler	0.30	180.00
600	yd. mi.	Hauling Filler	0.18	108.00
350	M-Gals.	Sprinkling	1.75	612.50
3.90	miles	Preparation of Base	100.00	390.00
4,400	cu. yds.	Mineral Aggregate	0.45	1,980.00
43,000	yd. mi.	Hauling Mineral Aggregate	0.12	5,160.00
3.90	miles	Mixing and Finishing	600.00	2,340.00
390	tons	Light Cutback in Place	27.00	10,530.00

Subtotal.............. $ 37,736
10% Engr. & Cont...... 3,773

Total............ $ 41,509

Length- - - - - - - - - 3.901 miles
Cost per mile - - - - - $ 10,640

Surfacing and Oiling (Sta. 4634+65 to 4649+15) (Sta. 4702+60 to 4779+89.7) (Estimated Prices)

6,300	cu. yds.	Common Excavation	$ 0.25	$ 1,575.00
300	cu. yds.	Solid Rock Excavation	1.20	360.00
0.50	mile	Finishing Roadbed and Slopes	250.00	125.00
3,700	cu. yds.	4½" - 2" Rock in Base	1.40	5,180.00
1,500	cu. yds.	3/4" Rock in Base	1.40	2,100.00
1,800	cu. yds.	Cinder Shoulders	0.25	450.00
6,000	yd. mi.	Hauling Cinders	0.12	720.00
180	cu. yds.	Filler	0.40	72.00
180	yd. mi.	Hauling Filler	0.15	27.00
490	cu. yds.	1½" - 3/4" Rock in Stockpile	1.40	686.00
200	cu. yds.	3/4" - ½" Rock in Stockpile	1.40	280.00
330	cu. yds.	½" - ¼" Rock in Stockpile	1.40	462.00
150	cu. yds.	¼" - 0" Rock in Stockpile	1.00	150.00
				$12,187.00
1.74	miles	Preparation of Base	$100.00	$ 174.00
1,180	cu. yds.	Placing Mineral Aggregate	1.10	1,298.00
4,000	yd. mi.	Hauling Mineral Aggregate	0.20	800.00
86	tons	No. 3 Road Oil in Place	28.00	2,408.00
22	tons	Emulsified or Cutback Asphalt in Place	30.00	660.00
				$ 5,340.00

Subtotal.............	$17,527
10% Engr. & Cont.....	1,752
Total..........	$19,279

Length- - - - - - - - - - - 1.737 miles
Cost per mile - - - - - - - $11,099

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Surf. and Road Mix	$ 41,509	$ 25,320	$ 16,189
Surf. and Oiling	19,279	11,760	7,519
	$ 60,788	$ 37,080	$ 23,708

Oregon State Highway Department Federal Aid Project No. 148-D

LAKE COUNTY LINE-GAP RANCH SECTION
OF THE CENTRAL OREGON HIGHWAY IN HARNEY COUNTY

(Estimate to accompany plans and specifications. Not as basis for modified agreement.)

Salem, Oregon, July 27, 1937

COMPLETED FEDERAL AID WORK

Final Cost, Original Project- -	$ 51,673.10
Final Cost, Emergency Construction Project- - - - - - - - - - - - -	6,429.80
Total Final Cost- - - - - - - - - -	$ 58,102.90
Federal Aid Paid, Original Project- - - - - - - - - - - - - - - - - -	$ 22,716.12
Federal Aid Paid, Emergency Construction Project- - - - - - - - -	1,859.82
Total Federal Aid Paid- - - - -	$ 24,575.94
Emergency Construction Funds Paid- - - - - - - - - - - - - - - - -	$ 4,339.60

NEW WORK

Surfacing & Road Mix Surface Treatment
(Sta. 4790+00 to 4996+00) (Contract No. 1936)

6,000	cu. yds.	Earth Embankment in Place	$ 0.30	$ 1,800.00
5,600	cu. yds.	Gravel Base Surfacing	0.40	2,240.00
3,400	cu. yds.	Gravel Top Surfacing	0.40	1,360.00
84,000	yd. mi.	Hauling Surfacing Material	0.12	10,080.00
680	cu. yds.	Gravel Shoulders	0.40	272.00
5,700	yd. mi.	Hauling Shoulder Material	0.12	684.00
600	cu. yds.	Filler	0.30	180.00
600	yd. mi.	Hauling Filler	0.18	108.00
350	M-Gal.	Sprinkling	1.75	612.50
3.90	miles	Preparation of Base	100.00	390.00
4,400	cu. yds.	Mineral Aggregate	0.45	1,980.00
43,000	yd. mi.	Hauling Mineral Aggregate	0.12	5,160.00
3.90	miles	Mixing and Finishing	600.00	2,340.00
390	tons	Light Cutback in Place	27.00	10,530.00
			Subtotal	$ 37,736
			10% Engr. & Cont.	3,773
			Total	$ 41,509

Length	3.901 miles
Cost per mile	$ 10,640

Surfacing and Oiling (Sta. 4634+65 to 4649+15) (Sta. 4702+68 to 4779+89.7) (Estimated Prices)

6,300	cu. yds.	Common Excavation	$ ~~0.20~~ .25	$ ~~1,260.00~~	1575.00
300	cu. yds.	Solid Rock Excavation	1.20	360.00	
0.50	mile	Finishing Roadbed and Slopes	~~100.00~~ 250.00	~~50.00~~	125.00
3,700	cu. yds.	1½" - 3" Rock in Base	~~1.10~~ 1.40	~~4,070.00~~	5180.00
1,500	cu. yds.	¾" Rock in Base	~~1.25~~ 1.40	~~1,875.00~~	2100.00
1,800	cu. yds.	Cinder Shoulders	0.25	450.00	
6,000	yd. mi.	Hauling Cinders	0.12	720.00	
180	cu. yds.	Filler	~~0.25~~ .40	~~45.00~~	72.00
180	yd. mi.	Hauling Filler	0.15	27.00	
490	cu. yds.	1½" - ¾" Rock in Stockpile	1.40	686.00	
200	cu. yds.	¾" - ½" Rock in Stockpile	1.40	280.00	
330	cu. yds.	½" - ¼" Rock in Stockpile	1.40	462.00	
150	cu. yds.	¼" - 0" Rock in Stockpile	1.00	150.00	
				$ ~~10,435.00~~	12,187.00
1.74	miles	Preparation of Base	$ 100.00	$ 174.00	
1,180	cu. yds.	Placing Mineral Aggregate	1.10	1,298.00	
4,000	yd. mi.	Hauling Mineral Aggregate	0.20	800.00	
86	tons	No. 3 Road Oil in Place	28.00	2,408.00	
22	tons	Emulsified or Cutback Asphalt in Place	30.00	660.00	
				$ 5,340.00	
		Subtotal		$ ~~15,775~~	17,527
		10% Engr. & Cont.		~~1,578~~	1,752
		Total		$ ~~17,353~~	19279

Length 1.737 miles

Cost per mile $ ~~9,989~~ 11099

SUMMARY OF FUNDS REQUESTED

Item	Total Cost		Federal Aid Funds		State Funds	
Surf. and Road Mix	$ 41,509		$ 25,320		$ 16,189	
Surf. and Oiling	~~17,353~~	19279	~~10,580~~	11,760	~~6,773~~	7519
	$ ~~58,862~~	60,788	$ ~~35,900~~	37,080	$ ~~22,962~~	23708

Oregon State Highway Department Federal Aid Project No. 148-D

LAKE COUNTY LINE-GAP RANCH SECTION
OF THE CENTRAL OREGON HIGHWAY IN HARNEY COUNTY

(Estimate to accompany plans and specifications. Not as basis for modified agreement.)

Salem, Oregon, June 14, 1937

COMPLETED FEDERAL AID WORK

Final Cost, Original Project	$ 51,673.10
Final Cost, Emergency Construction Project	6,429.80
Total Final Cost	$ 58,102.90
Federal Aid Paid, Original Project	$ 22,716.12
Federal Aid Paid, Emergency Construction Project	1,859.82
Total Federal Aid Paid	$ 24,575.94
Emergency Construction Funds Paid	$ 4,339.60

NEW WORK

Surfacing & Road Mix Surface Treatment
(Sta. 4790+00 to 4996+00) (Contract No. 1936)

6,000	cu. yds.	Earth Embankment in Place	$ 0.30	$ 1,800.00
5,600	cu. yds.	Gravel Base Surfacing	0.40	2,240.00
3,400	cu. yds.	Gravel Top Surfacing	0.40	1,360.00
84,000	yd. mi.	Hauling Surfacing Material	0.12	10,080.00
680	cu. yds.	Gravel Shoulders	0.40	272.00
5,700	yd. mi.	Hauling Shoulder Material	0.12	684.00
600	cu. yds.	Filler	0.30	180.00
600	yd. mi.	Hauling Filler	0.18	108.00
350	M-Gal.	Sprinkling	1.75	612.50
3.90	miles	Preparation of Base	100.00	390.00
4,400	cu. yds.	Mineral Aggregate	0.45	1,980.00
43,000	yd. mi.	Hauling Mineral Aggregate	0.12	5,160.00
3.90	miles	Mixing and Finishing	600.00	2,340.00
390	tons	Light Cutback in Place	27.00	10,530.00
			Subtotal	$ 37,736
			10% Engr. & Cont.	3,773
			Total	$ 41,509

Length 3.901 miles
Cost per mile $ 10,640

Surfacing and Oiling (Sta. 4634+65 to 4649+15)
(Sta. 4702+68 to 4779+59.7) (Estimated Prices)

6,300	cu. yds.	Common Excavation	$ 0.20	$ 1,260.00	
300	cu. yds.	Solid Rock Excavation	1.20	360.00	
0.50	mile	Finishing Roadbed and Slopes	100.00	50.00	
3,700	cu. yds.	1½" - 2" Rock in Base	1.10	4,070.00	
1,500	cu. yds.	¾" Rock in Base ~~and Binder Course~~	1.25	1,875.00	
1800 ~~1,400~~	cu. yds.	Cinder Shoulders	0.25	~~350.00~~	450.00
180 ~~140~~	cu. yds.	Filler	0.25	~~35.00~~	45.00
180 ~~140~~	yd. mi.	Hauling Filler	0.15	~~21.00~~	27.00
~~1.74~~	~~miles~~	~~Preparation of Base~~	~~100.00~~	174.00	
~~40~~	~~tons~~	~~Cutback Asphalt in Place~~	~~30.00~~	~~1,260.00~~	
490	cu. yds.	1½" - ¾" Rock in Stockpile	1.40	686.00	
200	cu. yds.	¾" - ½" Rock in Stockpile	1.40	280.00	
330	cu. yds.	½" - ¼" Rock in Stockpile	1.40	462.00	
150	cu. yds.	¼" - 0 Rock in Stockpile	1.00	150.00	
8000	ym	Hauling Cinders	.12	720.00	
				$ ~~11,035.00~~	10435.00

1.74	miles	Preparation of Base	$ 100.00	$ 174.00
1,180	cu. yds.	Placing Mineral Aggregate	1.10	1,298.00
4,000	yd. mi.	Hauling Mineral Aggregate	0.20	800.00
86	tons	No. 3 Road Oil in Place	28.00	2,408.00
22	tons	Emulsified or Cutback Asphalt in Place	30.00	660.00
				$ 5,340.00

Subtotal	$ ~~16,375~~	15775
10% Engr. & Cont.	~~1,637~~	1577
Total	$ ~~18,010~~	17352

Length	1.737 miles
Cost per mile	$ ~~10,368~~ 9989

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Surf. and Road Mix	$ 41,509	$ 25,320	$ 16,189
Surf. and Oiling	~~18,010~~ 17352	~~10,998~~ 10590	~~7,000~~ 6762
	$ ~~59,519~~ 58861	$ ~~36,318~~ 35910	$ ~~23,189~~ 22951

June 14, 1937

Mr. C. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Lake County Line-Gap Ranch Section, Federal Aid Project No. 148-D.

Five bid proposals, five copies of oiling specifications and five sets of blueprint plans are being sent under separate cover. It is planned to do the oiling work in 1938.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. H. Nash/GS

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.________

POST OFFICE BUILDING
PORTLAND, OREGON

July 3, 1937

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to the title sheet submitted with the plans for Oregon Federal Aid project 148-D, Lake County Line-Gap Ranch Section of the Central Oregon Highway, for which bids are to be opened July 8th.

The title sheet submitted was for the portion of F.A.P. 148-D covered by the new work. We have been requested to furnish revised title sheets showing the entire length of Section D. Will you please send us five prints of the revised title sheet at your early convenience?

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

RECEIVED
SEP 7 1937
FOR FILING
6-a

September 3, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Lake County Line-Gap Ranch Section, Project No. FLH 6-A.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Lands Highway
Project No. FLH 6-A

LAKE COUNTY LINE-GAP RANCH SECTION
OF THE CENTRAL OREGON HIGHWAY IN HARNEY COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 25, 1937

Surfacing and Mineral Aggregates (Sta. 4337+50 to 4364+65) (Sta. 4648+15 to 4708+48) (Sta. 4778+69.2 to 4788+00) (Contract No. 1958)

10	cu. yds.	Trench Excavation	$ 1.00	$ 10.00
18,700	cu. yds.	Common Excavation	0.32	5,984.00
3,700	cu. yds.	Solid Rock Excavation	0.32	1,184.00
900	yd. mi.	Truck Haul	0.20	180.00
1.62	miles	Finishing Roadbed and Slopes	100.00	162.00
1,800	lin. ft.	Rounding Cutbanks	0.10	180.00
20	lin. ft.	18" Concrete Pipe	3.50	70.00
12,300	cu. yds.	4½" - 2" Rock in Base	1.55	19,065.00
4,900	cu. yds.	¾" Rock in Base	1.55	7,595.00
6,200	cu. yds.	Cinders in Sub-surfacing and Shoulders	0.30	1,860.00
22,000	yd. mi.	Hauling Cinders	0.10	2,200.00
620	cu. yds.	Filler	0.25	155.00
620	yd. mi.	Hauling Filler	0.10	62.00
1,630	cu. yds.	1½" - ¾" Crushed Rock in Stockpile	1.55	2,526.50
670	cu. yds.	¾" - ½" Crushed Rock in Stockpile	1.55	1,038.50
1,110	cu. yds.	½" - ¼" Crushed Rock in Stockpile	1.55	1,720.50
520	cu. yds.	¼" - 0" Crushed Rock in Stockpile	1.55	806.00
				$ 44,798.50

Oiling (Estimated Prices)

5.87	miles	Preparation of Base	$ 100.00	$ 587.00
3,920	cu. yds.	Placing Mineral Aggregates	1.10	4,312.00
7,500	yd. mi.	Hauling Mineral Aggregates	0.20	1,500.00
280	tons	No. 3 Road Oil in Place	28.00	7,840.00
72	tons	Emulsified or Cutback Asphalt in Place	30.00	2,160.00
				$ 16,399.00

Subtotal	$ 61,197
10% Engr. & Cont.	6,119
Total	$ 67,316

Length	5.869 miles
Cost per mile	$ 11,469

F.H Funds Requested- -	$ 48,577
State Funds- -	18,7[illegible]
	$ 67,316

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1930
State Funds for Maintenance: Chap. 41, laws 1927

RECEIVED
SEP 3 1937
FOR FILING
6-a

September 2, 1937

Babler Bros.
2407 N. W. 28th Avenue
Portland, Oregon

Gentlemen:

By express we are forwarding to you a fully executed copy of contract No. 1998, awarded to you on August 12, 1937, for grading and surfacing on the Lake County Line-Gap Ranch Section of the Central Oregon Highway in Harney County.

This copy is for your records and files.

Very truly yours,

AM Secretary

#1998

RECEIVED
AUG 20 1937
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 2[illegible] 1937

STANDARD OIL COMPANY OF CALIFORNIA

SALES DEPARTMENT
R. T. VIVIAN
DISTRICT SALES MANAGER
O. L. HARDING
ASSISTANT DISTRICT SALES MANAGER

OFFICE
FIRST NATIONAL BANK BLDG.
II SOUTH SECOND STREET
P. O. DRAWER 56

WALLA WALLA, WASH.

6-a

August 19, 1937

Babler Brothers,
Oregon City, Oregon
Harney Co. Lake Co. line
Gap Ranch sec. Central
Ore. Hwy., regrading, surfacing and furnishing crushed
rock in stock pile

Oregon State Hwy. Comm'n,
Salem, Oregon

Gentlemen: Att'n Mr. R. H. Baldock, State Hwy. Engr.

We wish to verify the information we have obtained concerning the work awarded the above contractors in our field to which we will supply our products, and would very much appreciate your filling out and returning the attached form to us.

Yours very truly,

STANDARD OIL COMPANY OF CALIFORNIA
R.T.Vivian, District Sales Manager

By J Jacobson
District Credit Man

Att

RECEIVED
AUG 14 1937
FOR FILING
6 - a

August 13, 1937

Babler Brothers,
2407 N. W. 28th Ave.,
Portland, Oregon

Gentlemen:

The State Highway Commission awarded to you yesterday the contract covering construction of the Lake County Line-Gap Ranch Section of the Central Oregon Highway in Harney County. This award was based on your low bid of $68,157.00 submitted on that date. Contract forms will be sent to you in a few days for execution.

Yours very truly,

Secretary

MC

cc - S. H. Probert
W. E. Chandler

RECEIVED
SEP 7 1937
FOR FILING

RECEIVED
AUG 14 1937
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. 6-a

POST OFFICE BUILDING
PORTLAND, OREGON

August 12, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Lands Highway project FLH 6-A and Federal Aid Project No. 148-D, Lake County Line-Gap Ranch section of the Central Oregon Highway, to Babler Bros., Portland, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

RMS:m

R. M. Smith

Form 8-B-1 1900 4-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. [illegible], SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

6a

RECEIVED
AUG 12 1937
FOR FILING

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

August 7th
1937.

IN REPLY REFER TO FILE NO.
RECEIVED
AUG 9 - 1937
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock, ✓
State Highway Engineer,
Salem, Oregon.

Attention: Mr. H. G. Smith

Dear Sir:

Pursuant to your letter of instruction under date of November 6, 1936, we are submitting herewith for comparison of bids, the following estimate on the Central Oregon highway in Harney County, Lake County line-Gap Ranch section, 2.12 Mi. Grading, 7.61 Mi. Surfacing:

Item No.	Item		Unit Price	Amount
1.	Trench Excavation	10 cu. yds.	$ 2.00	$ 20.00
2.	Common Excavation	25,000 " "	.25	6,250.00
3.	Solid Rock Excavation	4,000 " "	1.20	4,800.00
4.	Truck Haul	900 yd. mi.	.20	180.00
5.	Finishing Roadbed and Slopes	2.12 miles	300.00	636.00
6.	Rounding Cutbanks	1,800 lin.ft.	.10	180.00
7.	18-inch Concrete Pipe	20 lin.ft.	3.00	60.00
8.	4½" - 2" Rock in Base	16,000 cu. yds.	1.35	21,600.00
9.	3/4 Rock in Base	6,400 cu. yds.	1.50	9,600.00
10.	Cinders in Sub-surfacing and Shoulders	8,000 cu. yds.	.40	3,200.00
11.	Hauling Cinders	30,000 yd. miles	.12	3,600.00
12.	Filler	800 cu. yds.	.40	320.00
13.	Hauling Filler	800 yd. mi.	.20	160.00
14.	1½" - 3/4" Crushed Rock in Stockpile	2,200 cu.yds.	1.50	3,300.00
15.	3/4" - ½" Crushed Rock in Stockpile	4,600 cu. yds	1.85	5,550.00
16.	½" -¼" Crushed Rock in Stockpile	4,600 cu. yds	1.90	8,740.00
17.	¼" - 0" Crushed Rock in Stockpile	1,700 cu. yds.	1.50	2,550.00
			Total Amount	$ 70,746.00

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:m

RECEIVED
SEP 1 1937
FOR FILING

#6

B-1

Inf. COPY

August 4, 1937

Dr. L. I. Hewes,
Deputy Chief Engineer
San Francisco, California

My dear Dr. Hewes:

Herewith are two copies of a letter dated July 30 from the Commissioner of the General Land Office, approved July 30 by the First Assistant Secretary of the Interior, approving Oregon Federal Lands Highway Project Statement No. 6 as to the public lands involved.

Very truly yours,

Division of Contracts & Laws

L. E. Boykin

By Chief of Division

enclosures

COPY

UNITED STATES
DEPARTMENT OF THE INTERIOR
General Land Office
Washington

July 30,1937

: Project statement approved

1691645 "F" AB

The Chief,
Bureau of Public Roads.

My dear Mr. McDonald:

Reference is had to letter of the Acting Chief, Bureau of Public Roads, of July 15, 1937, file No. B-1, submitting Oregon Federal Lands Highway Project Statement No. 6, under act of June 24, 1930 (46 Stat. 805), and file of papers relating thereto, including a blue print diagram on which the location of the project is indicated in yellow.

The project, as shown on the diagram, has been checked against the records of the General Land Office, and it is found that the lands affected, excepting the NE¼ NW¼ Sec. 19, SW¼ SE¼ Sec. 34, SE¼ SE¼ Sec. 35, all Sec. 36, T. 23 S., R. 24 E., and lot 2 Sec. 3, T. 24 S., R. 24 E., W.M., are public lands to which the act of June 24, 1930 is applicable. The project statement is, therefore, approved as to the public lands involved.

The enclosures submitted with the letter are returned herewith together with two carbon copies of this letter.

Very respectfully,
/s/ Fred W. Johnson
Commissioner

Approved:
(signed) T. A. Walters
First Assistant Secretary

7-21:ccc

RECEIVED
SEP 7 1937
FOR FILING
6-a

July 30, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

In accord with the request of Mr. Davis to Mr. H. G. Smith, of this department, we are enclosing revised copies of estimates to accompany plans and specifications for the Lake County Line-Gap Ranch Section, Projects Nos. FLH 6-A and FA 148-D.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/RR

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No.

RECEIVED
1937
STATE HIGHWAY COMMISSION

June 21, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Project No. 148-D and Federal Lands Highway project No. FLH 6-A, the Lake County Line-Gap Ranch section of the Central Oregon Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Chief Engineer of the Bureau.

Concurrence in award of contract will be withheld until the project statement for FLH 6-A has been approved.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

June 14, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Lake County Line-Gap Ranch Section, Project No. FLH 6-A. Likewise, we are enclosing three copies of letters from the Registers of the Government Land Offices at Lakeview and The Dalles giving the status of the lands traversed by the highway.

Under separate cover, we are sending five sets of blueprint plans and five sets of bid proposals. We are also sending five copies of specifications for oil mat surface treatment, which work is to be done in 1938.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/GS

Encl.

Oregon State Highway Department
Cost per mile

Federal Lands Highway
Project No. FLH 6-A

LAKE COUNTY LINE-GAP RANCH SECTION
OF THE CENTRAL OREGON HIGHWAY IN HARNEY COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, July ~~June 24~~, 1937

Surfacing and Oiling (Sta. 4387+50 to 4364+65) (Sta. 4649+15 to 4702+63) (Sta. 4779+89.7 to 4790+00)

10	cu. yds.	Trench Excavation	$ 2.00	$ 20.00	
18,700	cu. yds.	Common Excavation	0.20	3,740.00	
3,700	cu. yds.	Solid Rock Excavation	1.20	4,440.00	
900	yd. mi.	Truck Haul	0.15	135.00	
1.62	miles	Finishing Roadbed and Slopes	100.00	162.00	
1,800	lin. ft.	Rounding Cutbanks	0.10	180.00	
20	lin. ft.	18" Concrete Pipe	3.00	60.00	
12,300	cu. yds.	4½" - 2" Rock in Base	1.10	13,530.00	
4,900	cu. yds.	¾" Rock in Base ~~and Binder Course~~	1.25	6,125.00	
6200 ~~4,600~~	cu. yds.	Cinder Shoulders	0.25	~~1,150.00~~	1550
620 ~~460~~	cu. yds.	Filler	0.25	~~115.00~~	155
620 ~~460~~	yd. mi.	Hauling Filler	0.15	~~69.00~~	93
~~5.87~~	~~miles~~	~~Preparation of Base~~	~~100.00~~	~~587.00~~	
~~138~~	~~tons~~	~~Cutback Asphalt in Place~~	~~30.00~~	~~4,140.00~~	
1,630	cu. yds.	1¼" - ¾" Crushed Rock in Stockpile	1.40	2,282.00	
670	cu. yds.	¾" - ½" Crushed Rock in Stockpile	1.40	938.00	
1,110	cu. yds.	½" - ¼" Crushed Rock in Stockpile	1.40	1,554.00	
520	cu. yds.	¼" - 0" Crushed Rock in Stockpile	1.40	728.00	
22,000	yd mi	Hauling Cinder	.12	$ 2640.00	
				$ ~~39,955.00~~	$ 38,332

5.87	miles	Preparation of Base	$ 100.00	$ 587.00
3,920	cu. yds.	Placing Mineral Aggregates	1.10	4,312.00
7,500	yd. mi.	Hauling Mineral Aggregates	0.20	1,500.00
280	tons	No. 3 Road Oil in Place	28.00	7,840.00
72	tons	Emulsified or Cutback Asphalt in Place	30.00	2,160.00
				$ 16,399.00

Subtotal	$ ~~56,354~~	54731
10% Engr. & Cont.	~~5,635~~	5437
Total	$ ~~61,989~~	60168

Oregon State Highway Department

[illegible] Highway
Project No. [illegible]

Length 5.869 miles
Cost per mile [illegible] $ [illegible] 10,257

[illegible]

[illegible] Funds Requested - $ 30,000 $ 30,000
[illegible] Funds [illegible] $ ~~[illegible]~~ 30,168
agreement.)

$ ~~[illegible]~~ 60,168

Salem, Oregon, July [illegible], [illegible]

Surfacing and Oiling (Sta. [illegible] to [illegible]
([illegible])

10	cu. yds.	Trench Excavation	$ 2.00	$ 20.00	
[illegible]	cu. yds.	Common Excavation	[illegible]	[illegible]	[illegible]
[illegible]	cu. yds.	Solid Rock Excavation	[illegible]	[illegible]	
900	yd. mi.	[illegible] Haul	[illegible]	[illegible]	
[illegible]	miles	Finishing Roadbed and Slopes	100.00	[illegible]	[illegible]
[illegible]	lin. ft.	[illegible]	[illegible]	[illegible]	
[illegible]	lin. ft.	12" Concrete Pipe	[illegible]	60.00	
[illegible]	cu. yds.	[illegible] Rock in Base	[illegible]	[illegible]	[illegible]
[illegible]	cu. yds.	[illegible] Rock in Base	[illegible]	[illegible]	6 [illegible]
[illegible]	cu. yds.	Cinder Shoulders	[illegible]	[illegible]	
[illegible]	yd. mi.	Hauling Cinders	[illegible]	[illegible]	
[illegible]	cu. yds.	Filler	[illegible]	[illegible]	[illegible]
[illegible]	yd. mi.	Hauling Filler	[illegible]	[illegible]	
[illegible]	cu. yds.	[illegible] Crushed Rock in Stockpile	[illegible]	[illegible]	
[illegible]	cu. yds.	[illegible] Crushed Rock in Stockpile	[illegible]	[illegible]	
[illegible]	cu. yds.	[illegible] Crushed Rock in Stockpile	[illegible]	[illegible]	
[illegible]	cu. yds.	[illegible] Crushed Rock in Stockpile	[illegible]	[illegible]	
				[illegible]	[illegible]
[illegible]	miles	Preparation of Base	[illegible]	$ [illegible]	
[illegible]	cu. yds.	Placing Mineral Aggregates	[illegible]	[illegible]	
[illegible]	yd. mi.	Hauling Mineral Aggregates	[illegible]	[illegible]	
[illegible]	tons	[illegible] in Place	[illegible]	[illegible]	
[illegible]	tons	Emulsified or Cutback Asphalt in Place	[illegible]	[illegible]	
				[illegible]	
		Subtotal		[illegible]	[illegible]
		[illegible] Engr. & Cont.		[illegible]	[illegible]
		Total................		[illegible]	[illegible]

8) SEP 1937
FOR FILING

Oregon State Highway Department

Federal Lands Highway
Project No. FLH 6-A

LAKE COUNTY LINE-GAP RANCH SECTION

OF THE CENTRAL OREGON HIGHWAY IN HARNEY COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, July 27, 1937

Surfacing and Oiling (Sta. A337+50 to A364+65)
(Sta. A649+15 to A702+68)(Sta. A779+89.7 to A790+00)

10	cu. yds.	Trench Excavation	$ 2.00		$ 20.00	
18,700	cu. yds.	Common Excavation	0.20	.25	~~3,740.00~~	4675.00
3,700	cu. yds.	Solid Rock Excavation	1.20		4,440.00	
900	yd. mi.	Truck Haul	0.15		135.00	
1.62	miles	Finishing Roadbed and Slopes	100.00	250.00	162.00	405.00
1,800	lin. ft.	Rounding Cutbanks	0.10		180.00	
20	lin. ft.	18" Concrete Pipe	3.00		60.00	
12,300	cu. yds.	4½" - 2" Rock in Base	~~1.10~~	1.40	~~13,530.00~~	17220.00
4,900	cu. yds.	3/4" Rock in Base	~~1.25~~	1.40	~~6,125.00~~	6860.00
6,200	cu. yds.	Cinder Shoulders	0.25		1,550.00	
22,000	yd. mi.	Hauling Cinders	0.12		2,640.00	
620	cu. yds.	Filler	0.25	.40	155.00	248.00
620	yd. mi.	Hauling Filler	0.15		93.00	
1,630	cu. yds.	1½" - 3/4" Crushed Rock in Stockpile	1.40		2,282.00	
670	cu. yds.	3/4" - ½" Crushed Rock in Stockpile	1.40		938.00	
1,110	cu. yds.	½" - ¼" Crushed Rock in Stockpile	1.40		1,554.00	
520	cu. yds.	¼" - 0" Crushed Rock in Stockpile	1.40		728.00	
					~~$38,332.00~~	44028.00
5.87	miles	Preparation of Base	$100.00		$ 587.00	
3,920	cu. yds.	Placing Mineral Aggregates	1.10		4,312.00	
7,500	yd. mi.	Hauling Mineral Aggregates	0.20		1,500.00	
280	tons	No. 3 Road Oil in Place	28.00		7,840.00	
72	tons	Emulsified or Cutback Asphalt in Place	30.00		2,160.00	
					$16,399.00	

Subtotal	~~$54,731~~	60,427
10% Engr. & Cont.	5,437	6,042
Total...............	$60,168	66,469

[illegible] [illegible]

[illegible]

Length 5.869 **miles**
Cost per mile [illegible] **$10,[illegible]** 11,325

[illegible]

FLH Funds Requested- $30,000
State Funds- [illegible] 36,469
[illegible]

$60,[illegible]

[illegible] 66469

[illegible]

[illegible]

Oregon State Highway Department

Federal Lands Highway
Project No. FLH 6-A

LAKE COUNTY LINE-GAP RANCH SECTION

OF THE CENTRAL OREGON HIGHWAY IN HARNEY COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, July 30, 1937

Surfacing and Oiling (Sta. 4342+80 to 4364+65)
(Sta. 4649+15 to 4702+68) (Sta. 4779+89.7 to 4790+00)

10	cu. yds.	Trench Excavation	$ 2.00	$ 20.00
18,700	cu. yds.	Common Excavation	0.25	4,675.00
3,700	cu. yds.	Solid Rock Excavation	1.20	4,440.00
900	yd. mi.	Truck Haul	0.15	135.00
1.62	miles	Finishing Roadbed and Slopes	250.00	405.00
1,800	lin. ft.	Rounding Cutbanks	0.10	180.00
20	lin. ft.	18" Concrete Pipe	3.00	60.00
12,300	cu. yds.	4½" - 2" Rock in Base	1.40	17,220.00
4,900	cu. yds.	3/4" Rock in Base	1.40	6,860.00
6,200	cu. yds.	Cinder Shoulders	0.25	1,550.00
22,000	yd. mi.	Hauling Cinders	0.12	2,640.00
620	cu. yds.	Filler	0.40	248.00
620	yd. mi.	Hauling Filler	0.15	93.00
1,630	cu. yds.	1½" - 3/4" Crushed Rock in Stockpile	1.40	2,282.00
670	cu. yds.	3/4" - ½" Crushed Rock in Stockpile	1.40	938.00
1,110	cu. yds.	½" - ¼" Crushed Rock in Stockpile	1.40	1,554.00
520	cu. yds.	¼" - 0" Crushed Rock in Stockpile	1.40	728.00
				$44,028.00
5.87	miles	Preparation of Base	$100.00	$ 587.00
3,920	cu. yds.	Placing Mineral Aggregates	1.10	4,312.00
7,500	yd. mi.	Hauling Mineral Aggregates	0.20	1,500.00
280	tons	No. 3 Road Oil in Place	28.00	7,840.00
72	tons	Emulsified or Cutback Asphalt in Place	30.00	2,160.00
				$16,399.00

Subtotal................	$60,427
10% Engr. & Cont.......	6,042
Total...............	$66,469

[illegible] AGRICULTURE

POST OFFICE BUILDING
PORTLAND, OREGON

Length 5.869 miles
Cost per mile $11,325

FLH Funds Requested- $30,800
State Funds- 35,669

$66,469

[illegible]

[illegible]

[illegible]

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No. L-12

1937
FOR FILING

July 28, 1937.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Revised P.S.& E. documents for Oregon Federal Lands Project No. 6-A, the Lake County Line-Gap Ranch Section of the Central Oregon Highway, are today being recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

Prompt submission of the bid tabulation and agreement estimate will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

RECEIVED
JUL 30 1937
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 29 1937
FOR FILING
14r-8

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JUL 12 1937
OREGON
STATE HIGHWAY COMMISSION

July 10, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to P.S.& E. papers for Oregon FLH 6-A and F.A.P. 148-D, Lake County Line-Gap Ranch.

The project proposed to place 4-1/2" - 2" base rock directly on the subgrade and key it only from the top, which would probably leave the bottom open so that if a clay subgrade was encountered, the result would undoubtedly be instability of the base course. We realize that on these projects the subgrade is largely volcanic ash which is stable under most weather conditions. However, it is our recollection that there is a short section about a half mile west of the Gap Ranch which cuts up considerably when wet. On this short section we believe it would be desirable to place about 2" of sand, cinders, or waste from rock production, on the subgrade in advance of the base course materials.

Where subgrades are not stable, we would suggest that the possibility of placing a thin blanket of fines be given consideration.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

R. M. Smith

FORM 5-B-1 2M 8-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

6a

July 3rd
1937

IN REPLY PLEASE REFER TO FILE NO.

NOTED
State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

Pursuant to your letter of instructions under date of November 6, 1936, we are submitting herewith, for comparison of bids, the following estimate on the Lake County Line-Gap Ranch section of the Central Oregon Highway, Harney County, 7.61 miles of grading, surfacing and oiling.

No.	Item			Unit Price	Amount
1.	Trench Excavation	10 c. y.	@	2.00	20.00
2.	Common Excavation	25,000 c. y.	@	0.20	5,000.00
3.	Solid Rock Excavation	4,000 c. y.	@	1.20	4,800.00
4.	Truck Haul	900 y. mi.	@	0.20	180.00
5.	Finishing Roadbed and Slopes	2.12 miles	@	100.00	212.00
6.	Rounding Cutbanks	1,800 lin. ft.	@	0.10	180.00
7.	18" Conc. Pipe	20 " "	@	3.00	60.00
8.	4½" - 2" Rock in Base	16,000 c. y.	@	1.10	17,600.00
9.	3/4" Rock in Base and Binder Course	6,400 c. y.	@	1.25	8,000.00
10.	Cinder Shoulders	6,000 c. y.	@	0.55	3,300.00
11.	Filler	600 c. y.	@	0.25	150.00
12.	Hauling Filler	600 y. mi.	@	0.15	90.00
13.	Preparation of Base	7.61 miles	@	100.00	761.00
14.	Cutback Asphalt in Place	180 tons	@	30.00	5,400.00
15.	1½ - 3/4 Crushed Rock in Stockpiles	2,200 c. y.	@	1.50	3,300.00
16.	3/4 - ½ Crushed Rock in Stockpiles	3,000 c. y.	@	1.85	5,550.00
17.	½ - ¼ Crushed Rock in Stockpiles	4,600 c. y.	@	1.90	8,740.00
18.	¼ - 0 Crushed Rock in Stockpile	1,700	@	1.40	2,380.00

Total amount of Estimate $ 65,723.00

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f

RECEIVED
1937
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. 14

POST OFFICE BUILDING
PORTLAND, OREGON

June 26, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The Acting Chief of Bureau on June 24, 1937, approved the project statement for Oregon Federal Lands Highway Project No. 6 involving the improvement of 5.869 miles of the Central Oregon Highway between a point on Federal Aid Project No. 148-D near the Harney County-Lake County Line and a point on Federal Aid Project No. 148-D near Gap Ranch in Harney and Lake Counties.

Paragraph 3 of the project statement has been corrected to read as follows: "Between intermediate control points if used: Point on FAP 148-D near Lake County-Harney County line and Point on FAP 148-D near Gap Ranch, County of Harney and Lake," and paragraph 4 has been corrected to show a net length of 5.869 miles in order to exclude the ineligible sections.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Form PR. 1
BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF AGRICULTURE

STATE Oregon

PROJECT NO. FLH 6
(Not to be filled in)

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

Approved July 11, 1916, and acts amendatory thereof and supplementary thereto

(Date) June 8, 1937

The Secretary of Agriculture,
Washington, D. C.

SIR: The State of Oregon, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended and supplemented, and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission, constituting the State Highway Department of said State, this project statement for the road herein described, which it is proposed to construct under the provisions of said Acts and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Acts.

1. Local name of road Lake County Line-Gap Ranch Section, Central Oregon Highway

2. Between control points of official description: Bend and Burns

3. Between intermediate control points if used: .... and ....

County of Harney

4. Length in miles (gross) 7.6 (net) 7.6

5. Preliminary estimate of cost: Total, $ 50,000; section of road to be first improved, $ 50,000,

of which $ - is the estimated cost of "bridges" of more than 20 feet clear span.

6. Amount of funds which {are / will be} available for construction of section of road to be first improved: (a) State: .... (Amount.)

Current Income: Chap. 175, laws 1917; Chap. 31, laws 1920
(Source; refer to statute.)

(b) County .... (Amount.) (Source; refer to statute.)

8—6073

7. Funds for maintenance to be provided by State, from the following
(State or (and) county.)

sources: Current Income: Chap. 41, laws 1927
(Refer to statute.)

8. Official, officials, or depository authorized by State law to receive public funds of the State and designated by the State Highway Department to receive Federal funds for this project: Treasurer of the State of Oregon

9. Names of State and Federal Engineers making Route Report, and full title of report accompanying this Project Statement:

10. Places on the project having a population of 2,500 or more as shown by the latest Federal census:

11. Additional remarks:

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct, and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department.)

By

As Chairman
(Title of officer.)

By

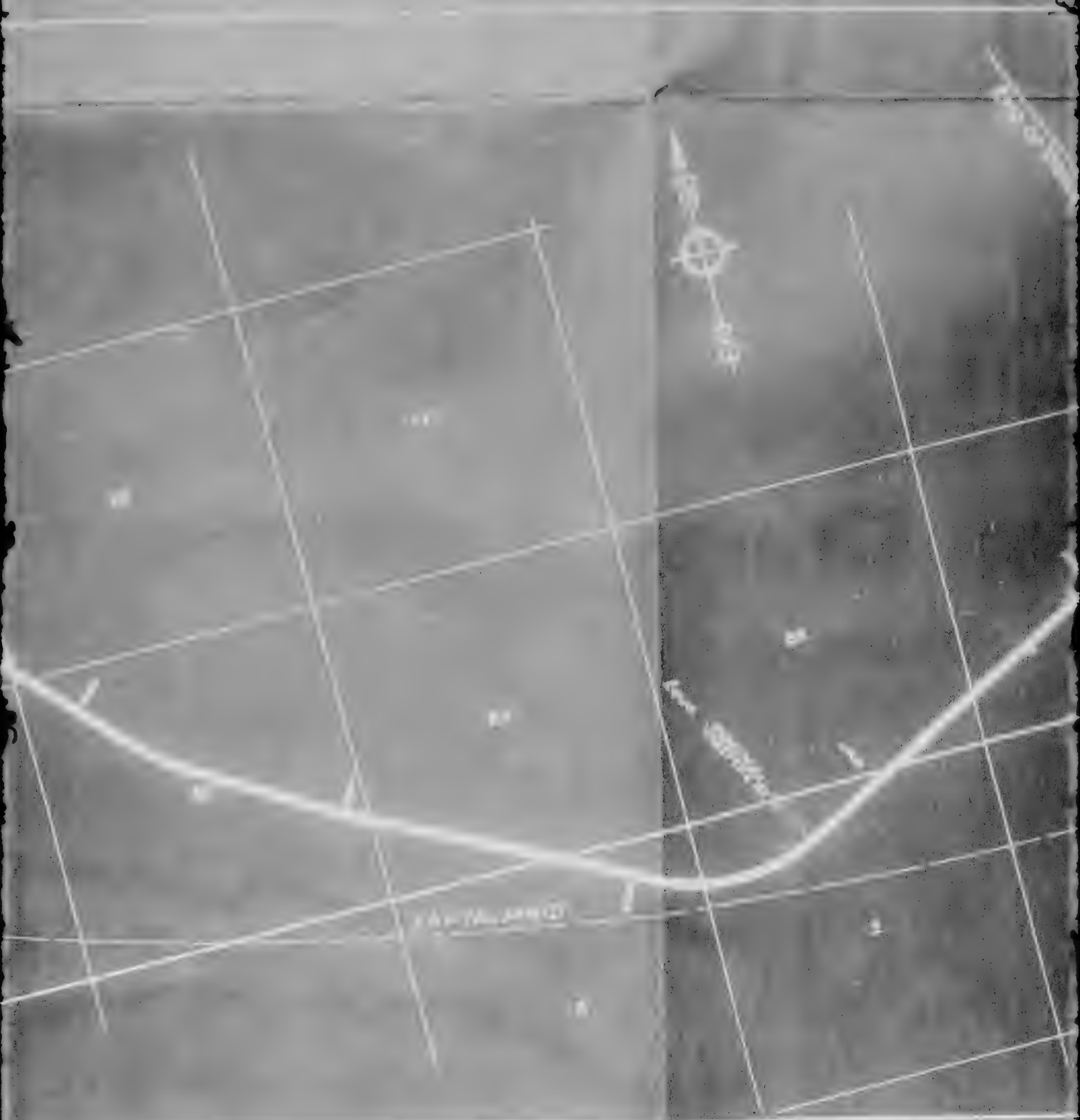
As Commissioner
(Title of officer.)

By

As Commissioner
(Title of officer.)

[illegible] 3—6073

T.23 S.
T.24 S.
32
8
5
HARNEY CO.
LAKE CO.
R.24 E.
R.25 E.



OREGON STATE HIGHWAY DEPARTMENT

SKETCH MAP

LAKE CO. LINE - GAP RANCH SECTION

CENTRAL OREGON HIGHWAY

HARNEY COUNTY

PROJECT NO. FLH - 6

Scale: 1" = 2000 ft. June 1937

ESS

UNITED STATES

DEPARTMENT OF THE INTERIOR

GENERAL LAND OFFICE

District Land Office

Lakeview, Oregon
June 9, 1937.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

I hereby certify the following land to be unpatented and unappropriated federal land, subject to U. S. Government control:

T. 23 S., R. 23 E., W. M.

Section 24 - NE¼ NE¼

Very truly yours,

Clarence W Ogle

Clarence W. Ogle
Register

PRIVATE LANDS

T. 23 S., R. 24 E., W. M.

- Section 34 - ✓SW$\frac{1}{4}$ SE$\frac{1}{4}$
- Section 35 - ✓SE$\frac{1}{4}$ SE$\frac{1}{4}$
- Section 36 - ✓SW$\frac{1}{4}$
  ✓NW$\frac{1}{4}$ SE$\frac{1}{4}$
  ✓S$\frac{1}{2}$ NE$\frac{1}{4}$

correct
LS L.D.

7
3.1
+7.5
7.6
+1.5
30

UNITED STATES
DEPARTMENT OF THE INTERIOR
GENERAL LAND OFFICE
DISTRICT LAND OFFICE

The Dalles, Oregon,
June 7, 1937

Oregon State Highway Commission,
Salem, Oregon.
Attention Mr S. H. Probert,
Office Engineer.

Sirs:

In reply to your letter of June 5, 1937, enclosing a list of lands for the Gap Ranch- Harney County Line Section in Harney County, all of the lands listed are vacant except the following:-

T. 23, S, R. 23, E.,
NE¼NE¼, Sec. 24, Land in the Lakeview District.

T. 23, S., R. 24, E.,
SW¼SE¼, Sec. 35, Patented April 2, 1908 to the Santa Fe Pacific Railroad Company.

T. 24, S., R. 24, E.,
Lot 2 (or the NW¼SE¼) Sec. 3, Patented June 11, 1908 to the Santa Fe Pacific Railroad Company.

Very respectfully,

W. F. Jackson

W. F. Jackson,
Register.

UNITED STATES
DEPARTMENT OF THE INTERIOR
GENERAL LAND OFFICE
District Land Office

The Dalles, Oregon
June 7-1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

I hereby certify the following lands to be unpatented and unappropriated federal lands, subject to U. S. Government control:

T. 23 S., R. 23 E., W. M. In Lakeview District

Section 24 - NE¼ NE¼

T. 23 S., R. 24 E., W. M.

Section 19 - Lot 1 (NW¼ NW¼)
Lot 2 (SW¼ NW¼)
SE¼ NW¼
SW¼ NE¼
SE¼
Section 20 - SW¼ SW¼
Section 29 - NW¼
SW¼ NE¼
SE¼
Section 28 - SW¼ SW¼
Section 33 - NW¼
SW¼ NE¼
N½ SE¼
Section 34 - NW¼ SW¼
SW¼ SW¼
SE¼ SW¼
Section 35 ~~SW¼ SE¼~~

T. 24 S., R. 24 E., W. M.

Section 3 - ~~Lot 2 (NW¼ NE¼)~~
Lot 1 (NE¼ NE¼)

Section 2 - Lot 4 (NW¼ NW¼)
Lot 3 (NE¼ NW¼)
Lot 2 (NW¼ NE¼)

T. 23 S., R. 25 E., W. M.

Section 31- Lot 2 (SW¼ NW¼)

Very truly yours,

W. F. Jackson
W. F. Jackson
Register

Encls.

FORM 6-C-1 120 4-37
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

60

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JUN 2 1937
FOR FILING

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

May 28th
1937

RECEIVED
JUN 1 - 1937
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Attention: Mr. H. G. Smith

Dear Sir:

We are forwarding you herewith two corrected copies of Page #1 for the special provisions on the Harney County Line - Gap Ranch Section, 7.46 miles of grading, surfacing and oiling on the Central Oregon Highway.

The description of work as submitted on the special provisions last Monday was taken from one previously worked up and Items #1 and #4 were incorrect. Please substitute these copies for the ones sent in.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:

R. M. Smith

RMS:f

Encl.

cc-Mr. R. H. Baldock ✓

FORM 5-B-1 1929 4-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

6a

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MAY 27 1937
FOR FILING

May 23rd
1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

Referring to the Harney County Line - Gap Ranch, a distance of 7.48 miles.

Wish to advise that much consideration was given to making this an all cinder job with light crushed rock covering materials, plus an 0-11. Due to the absence of water we have decided to recommend this project using cinders only for shoulders. Due to long haul on centers there is little difference in cost of project and I believe the rock to be much better. The use of cinders without water would be an experiment to me.

Have recommended a 5" layer of 4" - 2" rock 20' wide with cinder shoulders on either side. These cinder shoulders, the full thickness of the rock will hold the center surfacing in place while it is being built and make a very satisfactory shoulder. Then we are stockpiling the materials for an 0-11 next year. Also, we are recommending maintenance materials for this section and the section east of Gap Ranch where no materials are stockpiled and will not be available.

We are planning on putting the prime coat down this fall so that the road will be in excellent shape at all times during and after construction. The 5" base was used instead of the 6" base as per my conversation with you. This is very well drained and in good natural condition so that the 1" less than the standard base thickness should be entirely sufficient.

The estimate as submitted was slightly larger than $50,000. but the Harney County line was a good stopping place.

I am attaching the two estimates.

Very truly yours,

WEC:f

WM. E. CHANDLER
DIVISION ENGINEER

cc-Mr. R.H.Baldock
Encls.

FORM 5-A-1 1012 10-00

Commissioners
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

6

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

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April 14th, 1937

Mr. W. E. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

NOTED
State Highway Engineer

Dear Sir:

Please submit Authority for Survey for the Lake County Line-Gap Ranch Section surfacing and oiling, in the amount of $50,000.00 and assign Engineer Gould to make this survey immediately, using specifications similar to the Shaniko Section if you are unsuccessful in finding any gravel material and are compelled to use crushed rock.

This survey should be expedited in every possible manner, as the contract should be let in the near future.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

RECEIVED
MAR 11 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE NO. 148-D

Stencil No. 124

Oregon FAP No. 148-D,
Gap Ranch-Silver Creek Section
Central Oregon Highway

March 6, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the modified project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L Canfield
L. J. Canfield
Highway Engineer

Encls.

H&pn 6134

Section D, Oregon
Federal Aid Project No. 148.

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on September 20, 1929, by the State Highway Commission of Oregon, and on December 3, 1929, by the Acting Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Section D of Oregon Federal Aid Project No. 148; and

WHEREAS, the plans and specifications previously approved for said Section D provided for the construction of 11.524 miles of graded roadway, in Harney County, for which the estimate approved was $36,503.50, and $22,716.12 Federal funds were set aside to the credit of said Section D; and

WHEREAS, the construction of said Section D in accordance with the plans and specifications previously approved has been completed, finally inspected, and accepted, at a total cost of $51,673.10, and voucher in the sum of $22,716.12 has been passed for payment as the share of the Federal Government on said Section D; and

WHEREAS, the said State Highway Commission now requests a reopening of said Section D and a revision of the plans, specifications and estimate approved therefor to provide for the construction of a roadmix bituminous wearing surface between survey stations 4790+00 and 4996+00, at an estimated cost of $41,509.00; and by reason thereof has requested that the estimate of cost approved for said Section D be increased from the previous actual cost of $51,673.10 to $93,182.10, and that the Federal funds approved and set aside to the credit of said Section D be increased from the previous actual payment of $22,716.12 to $48,036.12:

NOW, THEREFORE, It is hereby mutually agreed by and between the said State Highway Commission of Oregon and the Secretary of Agriculture, that the plans, specifications and estimate approved for said Section D be revised in the manner above indicated, and that the said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimate and the sum of forty-eight thousand, thirty-six and 12/100 dollars ($48,036.12) as the share of the United States payable under said act on account of Section D of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof."

Paragraph (a) of Article III shall read:

> "(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or

his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost."

Article IV shall read:

"Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section D of said project shall not in any event exceed the sum of forty-eight thousand, thirty-six and 12/100 dollars ($48,036.12), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of ninety-three thousand, one hundred eighty-two and 10/100 dollars ($93,182.10), the approved total estimated cost of Section D of said project."

The second paragraph of Article V shall be and is hereby stricken out.

Article VI shall read:

"Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Resolution of August 7, 1917, Chap. 237, Laws of 1917; and Chap. 41, Laws of 1927.

"The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth surfaced highway."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the State Highway Commission of Oregon on the 7th day of January, 1937, and the Secretary of Agriculture on the [illegible] day of ____________, 193 .

OREGON STATE HIGHWAY COMMISSION

By Henry F Cabell
Chairman, State Highway Commission

By E B Aldrich
Member, State Highway Commission

By ____________
Member, State Highway Commission

SECRETARY OF AGRICULTURE

By ____________
Acting Chief, Bureau of Public Roads.

Section D, Oregon Federal Aid Project No. 148.

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of **Oregon**

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of **Oregon** for the construction of a highway designated in the records of this Department as Project No. **148-D**, State of **Oregon.**

Second. That in accordance with said provisions I have approved the sum of $ **93,182.10** **in lieu of the previous actual payment of $22,716.12** as the total estimated cost of said project, and the sum of $**48,036.12** / as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 25th day of [illegible] one thousand nine hundred and [illegible]

Secretary of Agriculture,

By
Acting Chief, Bureau of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE 8—[illegible]

REC
DEC
FOR FIL

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

(Stencil #28)

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon 148-D
Lake County Line-Gap Ranch Sec.
of the Central Oregon Hwy.

December 18, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

RECEIVED
DEC
STATE HIGHWAY COMMISSION

Dear Sir:

We are forwarding herewith two copies of proposed modified project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the modified agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
Highway Engineer

Jlon

RECEIVED
NOV 30 1936
FOR FILING

148-D

November 25, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Lake County Line-Gap Ranch Section, F. A. Project No. 148-D.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/GS

Encl.

Oregon State Highway Department Federal Aid Project No. 148-D

LAKE COUNTY LINE-GAP RANCH SECTION
OF THE CENTRAL OREGON HIGHWAY IN HARNEY COUNTY

(Estimate as basis for modified agreement. Based on low bid prices.)

Salem, Oregon, November 18, 1936

COMPLETED FEDERAL AID WORK

Final Cost, Roadwork- -	$ 58,102.90
Federal Aid Paid, Roadwork- -	$ 24,575.94
Emergency Construction Funds Paid, Roadwork - - - - - - - - - - - - -	$ 4,339.60
Length- -	11.524 miles

NEW WORK

Surfacing & Oiling (Sta. A790/00 to A996/00)

6,000	cu. yds.	Earth Embankment in Place	$ 0.30	$ 1,800.00
5,600	cu. yds.	Gravel Base Surfacing	0.40	2,240.00
3,400	cu. yds.	Gravel Top Surfacing	0.40	1,360.00
84,000	yd. mi.	Hauling Surfacing Material	0.12	10,080.00
680	cu. yds.	Gravel Shoulders	0.40	272.00
5,700	yd. mi.	Hauling Shoulder Material	0.12	684.00
600	cu. yds.	Filler	0.30	180.00
600	yd. mi.	Hauling Filler	0.18	108.00
350	M-Gal.	Sprinkling	1.75	612.50
3.90	miles	Preparation of Base	100.00	390.00
4,400	cu. yds.	Mineral Aggregate	0.45	1,980.00
43,000	yd. mi.	Hauling Mineral Aggregate	0.12	5,160.00
3.90	miles	Mixing and Finishing	600.00	2,340.00
390	tons	Light Cutback in Place	27.00	10,530.00
			Subtotal	$ 37,736
			10% Engr. & Cont.	3,773
			Total	$ 41,509

Length 3.901 miles
Cost per mile $ 10,640

Federal Aid Funds Requested- -	$ 25,320
State Funds- -	16,189
	$ 41,509

State Funds for Constr: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maint: Chap. 41, laws 1927

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DEC 3 1936
FOR FILING

148-D

October 14, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Lake County Line-Gap Ranch Section, Project No. 148-D.

Five bid proposals and five blueprint copies of plan sheets 2, 9, and 10 are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1
POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE REFER TO

Oregon State Highway Department

Federal Aid Project
No. 148-D

LAKE COUNTY LINE-GAP RANCH SECTION

OF THE CENTRAL OREGON HIGHWAY IN HARNEY COUNTY

(Estimate to accompany plans and specifications. Not as basis for modified agreement).

Salem, Oregon, October 14, 1936.

COMPLETED FEDERAL AID WORK

Final Cost, Roadwork- -	$58,102.90
Federal Aid Paid, Roadwork- -	24,575.94
Emergency Construction Funds Paid, Roadwork - - - - - - - - - -	4,339.60
Length- -	11.524 miles

NEW WORK

Surfacing & Oiling (Sta. 4790+00 to 4996+00)

6,000	cu. yds.	Earth Embankment in Place	$0.30	$ 1,800.00
5,600	" "	Gravel Base Surfacing	0.30	1,680.00
3,400	" "	Gravel Top Surfacing	0.35	1,190.00
84,000	yd. mi.	Hauling Surfacing Material	0.12	10,080.00
680	cu. yds.	Gravel Shoulder Material	0.35	238.00
5,700	yd. mi.	Hauling Shoulder Material	0.12	684.00
600	cu. yds.	Filler	0.35	210.00
600	yd. mi.	Hauling Filler	0.15	90.00
350	M-Gals.	Sprinkling	2.00	700.00
3.90	miles	Preparation of Base	100.00	390.00
4,400	cu. yds.	Mineral Aggregate	0.45	1,980.00
43,000	yd. mi.	Hauling Mineral Aggregate	0.12	5,160.00
3.90	miles	Mixing and Finishing	700.00	2,730.00
390	tons	Light Cutback in Place	30.00	11,700.00
			Subtotal	$38,632
			10% Engr. & Cont.	3,863
			Total- - - - - - -	$42,495

Length 3.901 miles
Cost per mile $10,893

Federal Aid Funds Requested- - - - - - - - - - - - - - - - - - - -	$25,920
State Funds- -	16,575
	$42,495

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

October 19, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Project No. 148-D, Lake County Line-Gap Ranch section of the Central Oregon Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval by the Chief Engineer of the Bureau.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

CONTRACT# [redacted] 1999, 2046

FAS 239-B Eagle Point-Baker Gulch 1937
1999 Sec., Little Butte Secon. Hwy.
2046

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AUG 18 1938
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UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
[illegible] 1938
STATE HIGH[illegible]

Stencil No. 8.

IN YOUR REPLY PLEASE REFER TO FILE NO. 9 a S
239-B

August 13, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FAS 239-B, Eagle Point-Baker Gulch section, was made by a representative of this office on July 24, 1938.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Total Cost $7,703.07

R H Baldock

FINAL COST ANALYSIS JULY 28,1938

Eagle Point - Baker Gulch Oiling
Little Butte Secondary Highway in Jackson Co.,

C. A. Dunn, Contractor
Contract 2046

FAS 239 B

C. C. Gall,Res. Engineer
Project 115-1005

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Preparation of Base	676.04	3.2 Mi.	211.26	100.00	320.00
Placing Mineral Aggregate	1,242.97	2,137.0 Cu. Yd.	0.582	1.00	2,137.00
Hauling " "	885.95	3,494.75 Yd.Mi.	0.254	0.15	524.21
SC-6 Road Oil in Place	2,549.56	119.95 Ton	21.26	24.00	2,878.80
Cutback Asphalt in Place	2,036.75	83.04 "	24.54	26.00	2,159.04
Sprinkling	276.85	108 M.Gal	2.56	1.50	162.00
PA#1 Barrelling Excess Oil	34.95	2.33 Ton	15.00	15.00	34.95
	7,703.07				8,216.00

Gross Revenue	8216.00
Total Cost	7703.07
Net Profit	512.93

Net Profit Equals 6.24% of Gross Revenue

Detail of Cost

Labor:-

Supervision		159.30	
Labor		1,434.97	
State Industrial Accident	6½% of P/R	103.63	
Unemployment Comp.	3% of P/R	47.83	
Old Age Benefit	1% of P/R	15.94	1761.67

Materials:

Cutback Asphalt 83.04 T at 8.42 Bay District	699.53	
" " Frt. 83.04 T at 7.00	581.28	
SC-6 Road Oil 122.28 T. at 7.69 Bay District	940.67	
" " Frt. 122.28 at 7.00	855.96	3077.44

Miscellaneous:

Equipment Rental	1,329.75		
Hired Truck includes gas,oil & grease	581.55		
Gas, Oil & Grease	470.50		
Move In	150.00		
Miscellaneous Expense	100.00		
Overhead Expense	50.00		
Home Office Expense	100.00		
Bond 1% of Revenue	82.16	2863.96	
Total Cost			$7,703.07

Contract 2046

REMARKS:

This is a Federal Aid Secondary Project and consists of the application of 3.20 miles of Oil mat surface treatment (Type 0-11 Modified). The bid was awarded Feb. 17, 1938. Work was started June 6, and completed June 25, 1938.

The base was prepared for oiling by blading, rolling and sprinkling and on June 10th, they were ready to shoot the prime coat when it was discovered that SC-6 Road Oil had been delivered in place of the RC-3 which had been ordered. A delay of three days followed while it was necessary to maintain the base. This increased the cost of preparing base.

RC 3 was delivered to the railroad siding at Central Point where it was heated and hauled in two 800 gal. transports an average of 12.4 miles to the job. Oil was layed on the road by a 1000 gal distributor. SC-6 road oil was handled in the same manner.

Mineral aggregate was loaded from stockpile with a 5/8 speeder gas shovel into one 4 yd. and four 3 yd. trucks and hauled on average of 1.6 mi.

Laying the prime coat required 16 hours, The first and second coat and first seal coat, all SC-6 road oil required 40 hrs, and the second seal of cutback asphalt required 16 hours. Oil was laid quickly and efficiently at the rate of 3 T. per hour or 22½ T. per day.

Water for sprinkling was pumped from an irrigation canal adjacent to the road with a 4 cylinder Waukeshau pump and spread by means of a 1000 gal gravity sprinkler mounted on a 3½ ton truck. All sprinkling was confined to the six days prior to laying oil.

Good management and efficient labor made possible a small profit on this job.

E. H. Clymer,
Cost Analyst.

By

M. G. Smith,
Asst. Cost Analyst.

H.
8-10-38

RECEIVED
JUL 1 1938
FOR FILING

7a 239-13

#2046

July 13, 1938

Hartford Accident & Indemnity Company,
T. B. Watters, Agent,
Klamath Falls, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2046, for the construction of the Eagle Point-Baker Gulch Section of the Little Butte Secondary Highway in Jackson County, has been completed by the contractor, Clifford A. Dunn, and that final settlement will be made by the State with said contractor for work done under said contract on or after July 23, 1938.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $8,216.00, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED
JUL 11 1938
FOR FILING

7a d 239-6

#2046

July 9, 1938

Hartford Accident & Indemnity Company,
T. B. Watters, Agent,
Klamath Falls, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Clifford A. Dunn on Contract No. 2046 for the construction of the Eagle Point-Baker Gulch Section of the Little Butte Secondary Highway in Jackson County. This payment will be made on or after July 19th, 1938.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

Form [illegible]

EGON STATE HIGHWAY COMMISSIO

✓

FAS 239-B

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 2nd, 1938

Section Eagle Point - Baker Gulch

Kind of work Oiling

Highway Little Butte Secondary

Section prefix 115 - 1005

Contractor Clifford A. Dunn

Contract number 2046

Date of contract Feb. 17, 1938

Date of completion July 31, 1938

Date work started June 6th, 1938

Estimated date of completion June 25th, 1938

Amount of contract $ 8935.00

Per cent of time elapsed 84 %

Estimated cost of completed project, exclusive of engineering $ 8216.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 540.00, 6.06 %

Date project was completed June 25th, 1938

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Worked two days on final estimate.

Final estimate submitted on the 1st.

Signed C. C. Gall,

Address Medford, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	IN NANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project				3.2	
Miles partially completed				3.2	
Miles completed				3.2	
Total estimated quantities				2137	
Estimated quantities moved or placed to date				2137	
Average daily quantities				Completed	
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull Dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

FAS 239-B

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
JUN 24 1938
OREGON
STATE HIGHWAY COMMISSION

June 23, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Enclosed is an approved copy of a substitute estimate for Oregon Federal Aid Secondary project FAS 239-B, Eagle Point-Baker Gulch section of the Little Butte Highway, together with an approved copy of the specifications for the oiling contract.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

By

L. J. Caufield
Highway Engineer

Encl.

Jon

RECEIVED
JUN 23 1938
FOR FILING
7a √ 237-15

#1999

June 22, 1938

United States Fidelity and Guaranty Co.,
M. K. Sprott, Manager
Bedell Building
Portland, Oregon

Gentlemen:

This letter is to inform you that the State Highway Commission has just been advised by the Claycomb Motor Company of its claim, in the amount of $42.98, against Saxton, Looney and Risley, contractors for the Eagle Point-Baker Gulch Section of Little Butte Secondary Highway, in Jackson County, contract No. 1999. They also advise that they have billed the contractor numerous times for this claim but have received no response. I do not know the nature of the claim and have no way of determining the legitimacy of the same but I am referring this matter to you inasmuch as you appear as surety on the bond furnished in connection with this contract.

Yours very truly,

HBG:MC

Secretary

cc - Saxton, Looney & Risley
Oak Grove, Oregon

June 22, 1938

Claycomb Motor Company,
Ashland, Oregon

Attention: Mr. H. L. Claycomb

Gentlemen:

Reply is made to your letter of June 18 regarding your account against Saxton, Looney and Risley, contractors on highway construction work north of Ashland. You do not state the job in connection with which your claim was incurred but I presume it was in connection with contract No. 1999 covering the surfacing of the Eagle Point-Baker Gulch Section of the Little Butte Secondary Highway, in Jackson County.

In connection with this project the contractor furnished the State with a surety bond for the protection of labor and material claims and all just debts, dues and demands incurred against the project. The bond was written by the United States Fidelity and Guaranty Company for whom M. K. Sprott is the local manager with offices in the Bedell Building, Portland. I would suggest that you file your claim with the bonding company and also with the Secretary of State, in accordance with the provisions of Chapter 280, Laws of Oregon for 1931, a mimeographed copy of which is enclosed for your information.

In accordance with our usual practice I am today bringing your claim to the attention of the bonding company and the contractor and I trust you will receive satisfactory settlement in the near future.

Yours very truly,

HBG:MC

Secretary

encl.

TELEPHONE 50

CLAYCOMB MOTOR COMPANY

H. L. CLAYCOMB, *Proprietor*

ASHLAND, OREGON

SALES Ford SERVICE

"COMPLETE SERVICE UNDER ONE ROOF"

RECEIVED
JUN 20 1938
OREGON
STATE HIGHWAY COMMISSION

June 18, 1938

State Highway Commission
Salem,
Oregon

Gentlemen:

We have a past due account with a contracting firm by the name of Saxton, Looney, & Risley at 324 Henry Building Portland, Oregon. The above people did the work on the highway north of Ashland. While they were here they contracted bills with us part of which were paid but they left owing us a bill of $42.98. We have written them a number of times relative to this account and have not so much as received the courtesy of a reply.

As the above company were contracting with the State of Oregon to do this work it has been our understanding that it was necessary that they be bonded before being awarded a contract to do State work. Therefore the bonding company becomes liable for any bills they left unpaid. We are writing to know what action can be taken in this respect as we seem to be unable to secure a settlement of our account through Saxton, Looney, & Risley. Trusting you will please advise us as to the proper step to take at your earliest convenience and thanking you, we are,

Yours very truly,

CLAYCOMB MOTOR COMPANY

BY H L Claycomb
H. L. Claycomb

HLC:IMM

ANSWERED
H. B. G.

RECEIVED
JUN 10 1938
FOR FILING

FA S 239-B

June 9, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the Eagle Point-Baker Gulch Section, Project No. FAS 239-B.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 239-B

EAGLE POINT-BAKER GULCH SECTION OF THE LITTLE BUTTE HIGHWAY IN JACKSON COUNTY

(Substitute estimate for vouchering. Based on low bid prices.)

Salem, Oregon, June 1, 1938

WITHIN CITY OF EAGLE POINT (STA. 55+82.7 TO 59+70.0 = 0+00 TO 0+57.7)

Surfacing and Mineral Aggregates (Contract No. 1999)

100	cu. yds.	Base Materials in Surfacing	$ 1.48	$ 148.00
70	cu. yds.	Top Materials in Surfacing	1.48	103.60
20	cu. yds.	Filler	0.40	8.00
20	yd. mi.	Hauling Filler	0.18	3.60
14	M-Gals.	Sprinkling	1.50	21.00
24	cu. yds.	1½" - 3/4" Crushed Gravel in Stockpile	1.55	37.20
20	cu. yds.	3/4" - ½" Crushed Gravel in Stockpile	1.55	31.00
16	cu. yds.	½" - ¼" Crushed Gravel in Stockpile	1.55	24.80
8	cu. yds.	¼" - 0" Crushed Gravel in Stockpile	1.55	12.40
				$ 289.60

Oiling (Contract No. 2046)

.09	mile	Preparation of Base	$100.00	$ 9.00
68	cu. yds.	Placing Mineral Aggregate	1.00	68.00
200	yd. mi.	Hauling Mineral Aggregate	0.15	30.00
4	tons	SC-6 Road Oil in Place	24.00	96.00
3	tons	Emulsified or Cutback Asphalt	26.00	78.00
10	M-Gals.	Sprinkling	1.50	15.00
				$ 296.00

Sub-total	$ 585
10% Engr. & Cont.	58
Total	$ 643

Length	.092 mile
Cost per mile	$6,989

65

OUTSIDE CITY (STA. 0+57.7 TO 112+20)

OREGON STATE HIGHWAY COMMISSION

Surfacing and Mineral Aggregates (Contract No. 1999)

3,900	cu. yds.	Base Materials in Surfacing	$ 1.48	$ 5,772.00
2,530	cu. yds.	Top Materials in Surfacing	1.48	3,744.40
630	cu. yds.	Filler	0.40	252.00
630	yd. mi.	Hauling Filler	0.18	113.40
486	M-Gals.	Sprinkling	1.50	729.00
796	cu. yds.	1½" - 3/4" Crushed Gravel in Stockpile	1.55	1,233.80
680	cu. yds.	3/4" - ½" Crushed Gravel in Stockpile	1.55	1,054.00
544	cu. yds.	½" - ¼" Crushed Gravel in Stockpile	1.55	843.20
262	cu. yds.	¼" - 0" Crushed Gravel in Stockpile	1.55	406.10
				$14,147.90

Oiling (Contract No. 2046)

3.11	miles	Preparation of Base	$100.00	$ 311.00
2,282	cu. yds.	Placing Mineral Aggregate	1.00	2,282.00
3,400	yd. mi.	Hauling Mineral Aggregate	0.15	510.00
132	tons	SC-6 Road Oil in Place	24.00	3,168.00
83	tons	Emulsified or Cutback Asphalt	26.00	2,158.00
140	M-Gals.	Sprinkling	1.50	210.00
				$ 8,639.00

Sub-total	$22,786
10% Engr. & Cont.	2,278
Total	$25,064

Length	3.112 miles
Cost per mile	$8,053

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 248, laws 1931
State Funds for Maintenance: Chap. 41, laws 1927; Chap. 248, laws 1931

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

Fa S 237-B

June 7, 1938

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JUN - 1938
STATE HIGHWAY COMMISSION

R. H. Baldock
State Highway Engineer
Salem, Ore.

NOTED
State Highway Engineer

Attention: S. H. Probert

Dear Sir:

Will you please mail four copies of blank affidavit forms to accompany the first payroll on contract 2046, FAS 259 B to C. C. Gall at Medford.

Very truly yours,

K. D. LYTLE
Division Engineer

By:

R. B. Sipprell
Office Engineer

RBS:G

cc: Baldock

RECEIVED
MAY 25 1938
FOR FILING

FAS 239 B

#1999

May 24, 1938

The United States Fidelity & Guaranty Co.
M. K. Sprott, General Agent
1112 Bedell Building
Portland, Oregon

Gentlemen:

The State Highway Commission has today received a notice from the Secretary of State advising that a claim has been filed by the L. C. Schafer Electric Works against the bond taken from Saxton, Looney & Risley in connection with their contract with the State Highway Commission, contract No. 1999, for construction of the Eagle Point-Baker Gulch Section of the Little Butte Secondary Highway, in Jackson County.

A copy of this claim is inclosed for your information. This is being sent to you inasmuch as you appear as surety on the bond furnished by Saxton, Looney & Risley in connection with this job.

Very truly yours,

HBG:AM

Secretary

cc - Saxton, Looney & Risley
Oak Grove, Oregon

May 24, 1938

Honorable Earl Snell
Secretary of State
OFFICE

Dear Sir:

This acknowledges receipt of your letter of May 23, 1938, with copies of the claim attached which has been filed by the L. C. Schafer Electric Works against the bond taken from Saxton, Looney & Risley in connection with their contract with the State Highway Commission, contract No. 1999, for construction of the Eagle Point-Baker Gulch Section of the Little Butte Secondary Highway, in Jackson County.

In accordance with our usual practice we are today notifying the bonding company that the claim has been filed in your office.

Very truly yours,

Secretary

HBG:AM

COPY

L. C. SCHAFER

Electric Motor Repairing
110 E. 6 St.
Medford, Oregon

May 20, 1938

Earl Snell,
Secretary of State,
Salem, Oregon

"To the State of Oregon:

Notice is hereby given that the undersigned L.C. Schafer has a claim for rewinding one generator armature and turning and testing an armature, in the sum of 6.95 dollars against the bond taken from Saxton, Looney & Risley, 324 Henry Bldg., Portland, Oregon, and United States Fidelity and Guaranty Co. for the work of surfacing project on the Eagle Point-Baker Gulch Section of Little Butte Secondary Highway, in Jackson County, State Highway Contract No. 1999.

L.C. Schafer Electric works

L. C. SCHAFER

L.C.Schafer

Endorsed: File No. 2803
Filed May 23, 1938
EARL SNELL
Secretary of State

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
MAY 24 1938
OREGON
STATE HIGHWAY COMMISSION

May 23, 1938

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files, three copies of a notice of claim by L. C. Schafer Electric Works for $6.95 against the bond taken from Saxton, Looney & Risley, principal, and U.S.Fidelity & Guaranty Co., surety, for work on the Eagle Point-Baker Gulch Section of the Little Butte Secondary Highway in Jackson County, contract No. 1999, which was filed in this office today.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell
Secretary of State

S:FM
encs. 3

REFERRED TO Miss Monson
BY SECRETARY

to prepare customary letters
HBG

#1999

RECEIVED
MAY 19 1938
FOR FILING

UNITED STATES FIDELITY AND GUARANTY COMPANY
PORTLAND OFFICE
1112 BEDELL BUILDING, PORTLAND, OREGON

MORRISON K. SPROTT
Manager

TELEPHONE: ATWATER 8483

7a #239-B

May 17, 1938

RECEIVED
MAY 18 1938
STATE HIGHWAY COMMISSION

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Re: 58137-12-561-37 - Saxton,
Looney & Risley

Dear Sir:

We have your letter of May 6th wherein you advised us of a claim of L. C. Shafer of Medford, Oregon, in the amount of $6.95 against Saxton, Looney & Risley for services rendered in connection with State Highway Contract No. 1999, which contract covered the surfacing of Eagle Point-Baker Gulch Section of the Little Butte Secondary Highway in Jackson County.

We wrote to Saxton, Looney & Risley asking that they kindly take care of this claim. Undoubtedly it was inadvertently overlooked and will be taken care of in the very near future. You may rest assured that as soon as we have something more definite to report we shall again immediately get in touch with you.

Yours very truly,

Raymond C. Weiss
Supt. Surety Dept.

RCW:LK

NOTED

RECEIVED
MAY 7 1938
F

7a-1239-C

May 6, 1938

United States Fidelity & Guaranty Co.,
c/o M. K. Sprott, Manager
1112 Bedell Building
Portland, Oregon

Gentlemen:

This letter is to inform you that we have today received notice of the claim of L. C. Shafer of Medford, against Saxton, Looney & Risley, being for services rendered in connection with State Highway Contract No. 1999, which was awarded to this contracting company on August 12, 1937, covering the surfacing of the Eagle Point-Baker Gulch Section of Little Butte Secondary Highway, in Jackson County. We are advised that this claim is in the amount of $6.95 and that the contractors have refused to acknowledge it and have ignored its existence even though it has been called to their attention numerous times.

This information is given you as you appear as surety on the bond furnished by Saxton, Looney & Risley in connection with this contract.

Yours very truly,

HBG:MC

Secretary

#1999

RECEIVED
MAY 10

7ad239-B

May 6, 1938

Mr. L. C. Schafer
110 East 6th St.,
Medford, Oregon

Dear Sir:

The Honorable Earl Snell, Secretary of State, has forwarded to this office your letter of May 4 advising of your claim against Saxton, Looney & Risley, contractors on the surfacing project on the Eagle Point-Baker Gulch Section of Little Butte Secondary Highway, in Jackson County, State Highway Contract No. 1999.

We note that your claim is in the amount of $6.95, which is a very small amount and should have been taken care of long before now if it is a legitimate one, and we have no reason to think that it is not.

I would suggest that you make a demand on the surety company furnishing the bond in connection with this contract which bond was given for the protection of labor and material claims and all just debts, dues and demands incurred against the project. This bond was written by the United States Fidelity and Guaranty Company, for whom Mr. M. K. Sprott is the local manager with offices in the Bedell Building, Portland. I would also suggest that you file formal notice of your claim with the Secretary of State in conformance with Chapter 280, Oregon Laws of 1931, copy of which is enclosed for your information.

In accordance with our usual practice, we are today calling the attention of the bonding company to this claim.

Yours very truly,

Secretary

HBG:MC
encl.

cc - Earl Snell,
Secretary of State
Building

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
[illegible] -38
STATE HIGHWAY COMMISSION

May 5, 1938

Oregon State Highway Commission,
Building.

Gentlemen:

Letter and statement of L. C. Schafer Electric Works is enclosed for your attention.

Yours very truly,

Earl Snell

Secretary of State

S:CD
Enc.

L. C. SCHAFER ELECTRIC WORKS
ELECTRIC MOTOR REPAIRING
ARMATURE WINDING
PHONE 719 • 110 EAST SIXTH STREET
MEDFORD, OREGON

Saxton Looney & Risley
324 Henry Bldg.
Portland Or

STATEMENT OF YOUR ACCOUNT FOR May 4 1938

Nov - 1937 balance	$6.95

Long overdue.
Why is this not taken care off.
LCS.

May 4. 38

ERED
B. G.

x Nov. 15 I did
Saxton Looney & Risley.
road job.
to their Portland
r no acknowledge.

their money? or,
avoiding their

vise me.
rs Truly,
L. C. Schafer

---

that the total amount
is contract will be
amount $55.95 was

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

L. C. SCHAFER
ELECTRIC MOTOR REPAIRING
110 ~~BASEMENT MEDFORD BLDG.~~ E 6
MEDFORD, OREGON

May 4. 38

To Secretary of State
or, who's department
Road Contracts are
handled.

ANSWERED
H. B. G.

Last Oct. 22. & Nov. 15 I did some electrical work for Seaton Looney & Ridley. for the Eagle Point - Brownsboro road job.

I have sent monthly bills to their Portland Henry Bldg. office. but receive no acknowledgement.

Is the state holding up their money? or, are they in the habit of avoiding their small bills.

Will you please advise me.

Yours Truly,
L. C. Schafer

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $17,949.57, including the final payment. Of this amount $55.95 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dist. by J. McFarland.

RECEIVED
APR 13 1938
FOR FILING

70-d 239-B

#1999

April 13, 1938

United States Fidelity & Guaranty Company,
M/ K. Sprott, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1999 for the construction of the Eagle Point-Baker Gulch Section of the Little Butte Secondary Highway in Jackson County, has been completed by the contractors, Saxton, Looney & Risley, and that final settlement will be made by the State with said contractors for work done under said contract on or after April 22, 1938.

The State has been advised of the following claims against this contract: Hawkinson Tire Tread Service $3.08; Ladino Products Co., $20.65; and Everett Hickman $18.42.

You are advised that the State assumes no responsibility for the above claims, or for any claims which may be filed against the contract.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $17,949.57, including the final payment. Of this amount $35.95 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#1999

RECEIVED
APR 7 1938
FOR FILING

239-13

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

March 30, 1938

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer

There is enclosed for your information and files a copy of a letter from Fred O. Small to Saxton, Looney & Risley relative to the notice of E. Hickman, filed in this office on March 19, 1938.

Yours very truly,

Earl Snell
Secretary of State

S:FM
enc. 1

REFERRED TO
SECRETARY

COPY

FRED O. SMALL
Attorney at Law
Suite 1, Melhase Bldg.
Klamath Falls, Oregon

March 29, 1938

RE: Account with E. Hickman,
Klamath Falls, Oregon

Saxton, Looney & Risley,
324 Henry Building,
Portland, Oregon

Gentlemen:

Your statement of account with E. Hickman and check for $2.25 enclosed, just brought to my office by Mr. Hickman.

The checkis herewith returned.

The reason is that the statement of account is NOT correct.

I have before me the TRUCK REPORTS issued in your office at headquarters on the job, when the work was completed.

The following are the facts, as shown thereby:

TRUCK NO. 8	1456½ yard miles	
TRUCK NO. 10	1168½ yard miles	
	2625 yard miles @ 8¢	$210.00
Labor	$80.70	
25 gals. oil @ 20¢,	5.00	
268 gas @ 19¢	50.92	
Tires and misc. rpr	54.96	191.58
	NET	18.42

(Through an error in our calculation, the Notice of Claim filed with the Secretary of State, gave the net due as $19.82).

Please remit $18.42 in full settlement.

Yours truly,

Fred O. Small

C/c/ to Earl Snell,
Sec'y of State.

SAXTON, LOONEY & RISLEY

324 HENRY BLDG. PORTLAND OREGON

BEACON 4797

271-A

March 26, 1938

K.D. Lytle, Division Engr.
Oregon State Highway Comm.
Roseburg, Oregon

Dear Sir:

In regard to your letter of March 21st I verry much regret the apparent impressions we respectively had from our meeting in Eugene on January 31st.

It was my impression that you did not see fit to reccommend any adjustment other than the payment of the royalty which we had paid to the owner of the quarry. However, I did not interpret as your intention to consider the payment of royalty as having any direct bearing on the haul adjustment angle and felt that you had no objection to our discussing the whole situation with headquarters at Salem.

NOTED

In taking up the matter of royalty with Salem we naturally went into the details of the whole situation and inasmuch as we still felt we where justly entitled to consideration on the haul angle presented our case to them similarily as we did to you.

We will admit that according to a strict interpretation of the contract we technically have no grounds for an adjustment but as we tried to impress you feel that this job as set up and completed presents several angles which we think should receive consideration.

As stated above I very much regret having given the impression that we consider our meeting at Eugene a final one on this matter and would rather drop the whole business than have any wrong impressions continue, however we have an appointment with Mr. Baldock at Salem Monday to discuss this matter and will have to go through with it.

Very truly yours,

SAXTON, LOONEY & RISLEY

by J. S. Risley

c.c. - R.H. Baldock ✓

#1999

RECEIVED
MAR 23 1938
FOR FILING

7a ✓ [illegible]

March 22, 1938

Honorable Earl Snell
Secretary of State
BUILDING

Dear Sir:

This acknowledges receipt of your letter of March 19 with attached copies of notice of claim in the amount of $19.82 which has been filed by Everett Hickman against the bond taken from Saxton, Looney & Risley in connection with their contract for surfacing on the Eagle Point-Baker Gulch Section of the Little Butte Secondary Highway, in Jackson County, Contract No. 1999.

In accordance with our usual practice we are today sending copies of this notice to the contractor and the surety.

Very truly yours,

HBG:AM

Secretary

March 22, 1938

United States Fidelity & Guaranty Co.
M. K. Sprett, General Agent
1112 Bedell Building
Portland, Oregon

Gentlemen:

The State Highway Commission has today received a notice from the Secretary of State with copies of a claim attached which has been filed by Everett Hickman against the bond taken from Saxton, Looney & Risley in connection with their contract for surfacing the Eagle Point-Baker Gulch Section of the Little Butte Secondary Highway, in Jackson County, Contract No. 1999. The claim is in the amount of $19.82.

A copy of this claim is inclosed for your information. This is being handed to you inasmuch as you appear as surety on the bond furnished by Saxton, Looney & Risley in connection with this job.

Very truly yours,

HBG:AM

Secretary

cc - Saxton, Looney & Risley
324 Henry Building
Portland, Oregon

COPY

NOTICE of CLAIM

To Hon. Earl Snell,
Secretary of State,
Salem, Oregon:

NOTICE is hereby given that the undersigned, Everett Hickman, has a claim for use of two trucks, designated as "Truck No. 8" and "Truck No. 10", employed by and used on the job by Saxton, Looney & Risley, contractors on the Eagle Point Job, in Jackson County, Oregon, as follows, to-wit:

Truck No. 8 earned,.............	$116.92	
Truck No.10 earned,.............	93.48	
Total,		$210.40
Deductions:		
Against Truck No. 8	$81.42	
Against Truck No.10	109.16	
Total, ...		190.58
Balance claimed,		$ 19.82

Said claim being against the BOND taken from Saxton, Loosley and Risley, principal, and United States Fidelity and Guaranty Company, surety, for said work and service in connection with the "Eagle Point-Baker Gulch Section of the Little Butte Secondary Highway."

EVERETT HICKMAN

State of Oregon)
) ss.
County of Klamath)

I, Everett Hickman, the claimant named in and who signed the foregoi g claim and notice, being first duly sworn, say that I know the contents of said notice and of the facts therein set forth, and that same is correct and in all respects true, and contains a true statement of claimant's demands and the amount due after deducting all just credits and offsets.

EVERETT HICKMAN

Subscribed and sworn to before me this 18th day of March, 1938

(SEAL)

Margaret F. Small
Notary Public for Oregon
My commission expires March 1, 1941

Endorsed: File No. 2778
Filed March 19, 1938
EARL SNELL
Secretary of State

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

March 19,1938

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files three copies of a notice of claim by Everett Hickman for $19.82 against the bond taken from Saxton, Loosley & Risley, principal, and U.S.Fidelity & Guaranty Company, surety, for work on the Eagle Point-Baker Gulch Section of the Little Butte Secondary highway, which was received from Fred O. Small, Attorney, Klamath Falls, and filed in this office today.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell

Secretary of State

S:FM
encs. 3

FORM 9-A-1 10M 9-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. E. [illegible], JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

March 21, 1938

Sexton, Looney & Risley
324 Henry Building
Portland, Oregon

Gentlemen:

Attention: J. S. RISLEY

Mr. Baldock has sent me a copy of your letter of March 10 relative to the haul adjustment on the Eagle Point-Baker Gulch job.

After having met you January 31 in Eugene and discussed this matter, I am surprised to have you reopen the subject at this date. As I recall our conversation you admitted that there was no ground for claim on this haul adjustment and you agreed at that time to accept payment of royalty on the rock you took from the quarry as full and complete settlement of any other claim.

After the meeting I immediately recommended to our Salem office that we pay three cents royalty on the rock you took from the quarry. This action on my part was taken upon the assumption that the approval of this item would close the controveresy over the project.

I would be pleased to have you advise me as to why you have now changed your stand in the matter.

Yours very truly,

K. D. LYTLE
Division Engineer

KDL:MDG
cc--R. H. Baldock
M. G. Smith

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

739-B

March 17th, 1938

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

Reference is made to your letter of March 15th, relative to the hearing to be held between Mr. Baldock, yourself and Mr. Lytle with Saxton, Looney & Risley on March 28th.

Mr. Lytle is still sick but when I showed him your letter at his home today he indicated that he would be present at the meeting. He also said he would try to write you regarding this before the end of the week.

Very truly yours,

K. D. LYTLE
Division Engineer

By

R. B. Sipprell
Office Engineer

cc. R. H. Baldock ✓

RBS:LF

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

March 15th, 1928

Sexton, Looney & Risley
524 Henry Building
Portland, Oregon

Attention: Mr. J. S. Risley.

Dear Sir:

In view of your protest against my decision in regard to the haul adjustment on the Eagle Point-Baker Gulch job, Mr. Baldock has acceded to your request for a personal review of the situation and will be available Monday, March 20th, at 1:30 P.M.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

E. G. Smith
Construction Engineer

EGS:AR

cc to: R. H. Baldock
S. H. Probert

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

March 15th, 1938

IN REPLY PLEASE REFER TO FILE NO.

Mr. K. D. Lytle
Division Engineer
State Highway Dept.
Roseburg, Oregon

Dear Sir:

Saxton, Looney & Risley, as the attached letter indicates, have appealed from my decision denying them relief from the haul adjustment on the Eagle Point-Baker Gulch job and have requested a review by Mr. Baldock, which has been set for 1:30 P.M., March 20th. I suggest that you be present in order that the facts in the case may be definite.

My interpretation of Specification A is that no stockpile sites were provided in the original contract and that the haul adjustment, therefore, must be based upon the actual sites used.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

SAXTON, LOONEY & RISLEY

324 HENRY BLDG. PORTLAND OREGON

BEACON 4797

RECEIVED
[illegible] 1938
STATE HIGHWAY COMMISSION

March 10, 1938.

NOTED
H. G. SMITH

MAR [illegible] 1938

Mr. R. H. Baldock, Engineer,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

Judging from your letter of February 25th regarding haul adjustment on the Eagle Point-Baker Gulch job, apparently you have the wrong impression regarding the responsibility for the changes in stock-pile locations, and sources of material pertaining to this job.

We had nothing at all to do with changing the location of the stock-piles. This was done by your Mr. Gall during the time we were setting up our plant at Station 168. At that time the writer discussed the haul situation with Mr. Gall, and it was assumed by both that a penalty would be imposed against the State due to the fact that we estimated that approximately 50% of the stock-pile rock would have to be hauled a greater distance than the theoretical haul. This was of course a minor consideration as Mr. Gall stated that he could not find suitable pile locations near the theoretical sites, and figured that the cost of buying and preparing two sites would offset the increased haul that the State would assume.

In changing to the Quarry we made this change, only after the supply of gravel in the first bar used was exhausted, and consulting with your engineer Mr. Slavens who approved of the change insofar as the quality of material was concerned, and authorized us to use material from the Quarry. Mr. Slavens however, did warn us that in his judgement we would be subjected to the technical provisions of the haul adjustment, and we proceeded to take rock from the Quarry, knowing that technically we were subject to a penalty. We felt that the State would at least cooperate with us to the extent of waving the haul adjustment chargeable to us through our using the Quarry, inasmuch as the State would have been subjected to a penalty had we hauled from the second gravel bar specified.

SAXTON, LOONEY & RISLEY

324 HENRY BLDG. AGC PORTLAND OREGON

BEACON 4797

Page 2.

Mr. R. H. Baldock, Engineer-

We have in the past had occasion to adjust some of the items covered in our work for you, and had found that the practical rather than the technical interpretation of the specifications was used.

We feel in this instance, we have so far been unable to convey the impression to you of this job, as we see it, and would appreciate an opportunity to go over the details personally with yourself and Mr. Smith. If you will advise us of a date, we will be glad to call at your office.

Yours very truly,

SAXTON LOONEY AND RISLEY.

BY S. Risley

Filed

RECEIVED
MAR 10 1938
FOR FILING
7AS 2.31

March 9, 1938

Mr. Clifford A. Dunn

Klamath Falls, Oregon

Dear Sir:

By express we are forwarding to you a fully executed copy of Contract No. 2046 awarded to you on February 17, 1938, for oiling the Eagle Point-Baker Gulch Section of the Little Butte Secondary Highway, in Jackson County.

This copy is for your records and files.

Very truly yours,

HBG:AM

Secretary

RECEIVED
FOR FILING

239-B

March 4, 1938

MEMORANDUM TO

Mr. Hollenberg:

Voucher No. 2 for the Eagle Point-Baker Gulch Section, F. A. S. Project No. 239-B, was submitted to the Bureau of Public Roads in the amount of $3,135.00. However, this voucher erroneously included non-participating items which were excluded by the Bureau, and this resulted in payment being made in the reduced amount of $2,910.00.

J. W. Nash

RECEIVED
FEB 26 1938
FOR FILING

February 25, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Elsmcher Section, Project No. F. A. S. 139-B.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 253-B

BLOUCHER SECTION OF THE

HOOD RIVER HIGHWAY IN HOOD RIVER COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, January 28, 1938

Roadway

3,500	cu. yds.	4½" - 2" Rock in Base	$ 1.60	$ 5,600.00
2,400	cu. yds.	¾" Rock in Shoulders	1.60	3,840.00
50	cu. yds.	Filler	1.00	50.00
50	yd. mi.	Hauling Filler	0.10	5.00
160	M-Gal.	Sprinkling	1.50	240.00
1.60	miles	Preparation of Base	200.00	320.00
1,100	cu. yds.	Mineral Aggregate in Place	2.00	2,200.00
78	tons	No. 3 Road Oil in Place	37.00	2,886.00
20	tons	Cutback Asphalt in Place	37.00	740.00
		Subtotal		$ 15,881
		10% Engr. & Cont.		1,588
		Total		$ 17,469

Length 1.600 miles
Cost per mile $ 10,918

FAS Funds Requested- -	$ 10,660
State Funds- -	6,809
	$ 17,469

State Funds for Construction: Chap. 175, laws 1917; Chap. 32, Laws 1920; Chap. 248, Laws 1931
State Funds for Maintenance: Chap. 41, laws 1927; Chap. 248, Laws 1931

RECEIVED
FEB 28 1938
FOR FILING

7a/231-B

February 25th, 1938

Saxton, Looney & Risley
324 Henry Bldg.
Portland, Oregon

Dear Sir:

I have discussed the haul adjustment on the Eagle Point-Baker Gulch Section with Mr. Smith and Mr. Probert and can find no legitimate reason to deviate from specifications in the matter of this haul adjustment which you request.

I am willing, however, to reimburse you for the 5 cents per yard expended as a royalty on the rock taken from the quarry. In checking the matter over, I find that it will cost the State practically as much additional to place the rock on the road from the stockpile at Station 149+50 as the haul adjustment amounted to. Therefore, if we granted you the haul adjustment we would be paying haul in two instances, once to you and once again to the oiling contractor.

I wish to remind you that the proper time to discuss such radical changes in specifications is prior to actually doing the work, and in the future, I will insist that the specifications be rigorously followed unless there is a signed change order to the contrary before starting the work.

Very truly yours,

State Highway Engineer

R

Computations shown on sketch are correct.

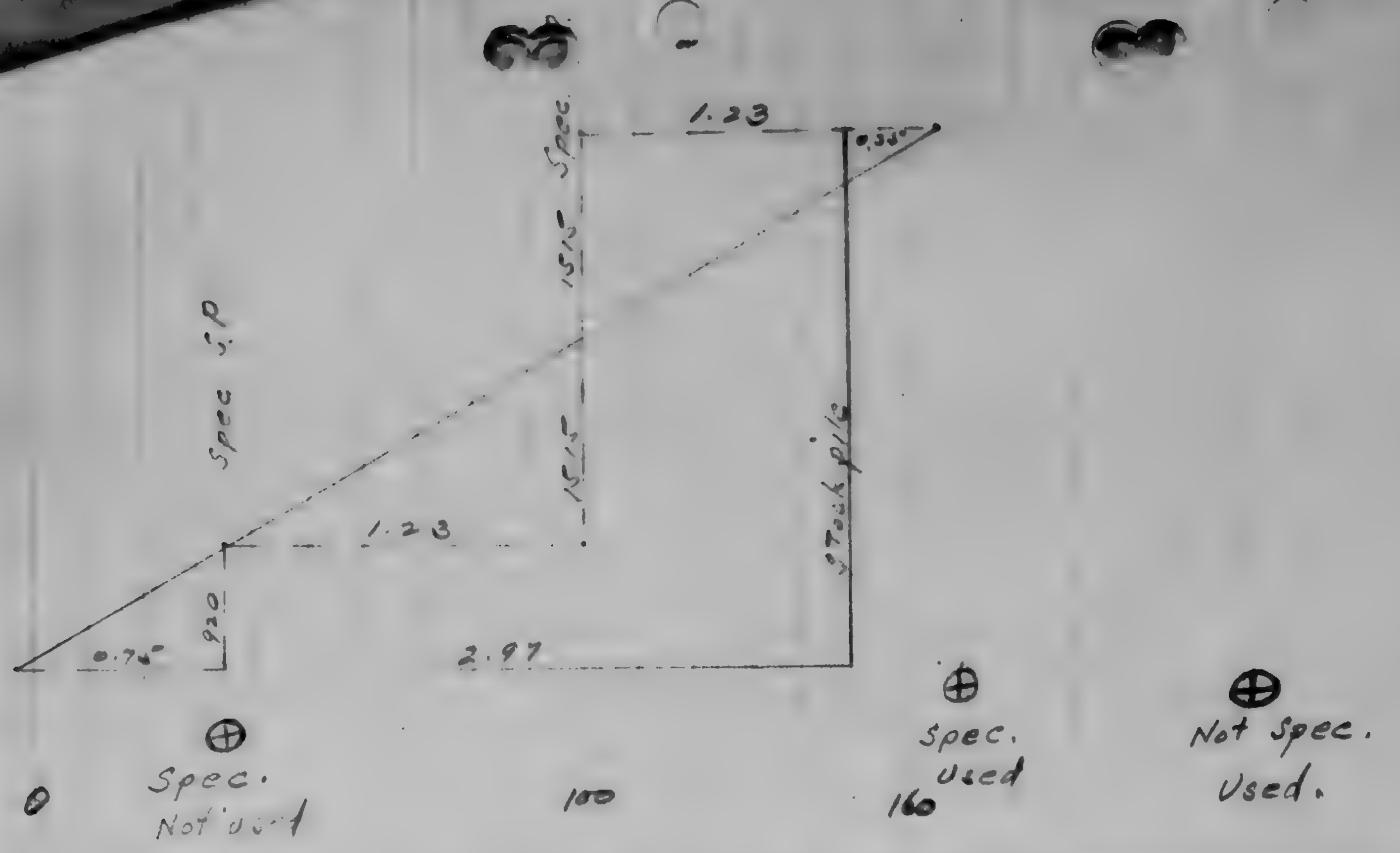
No. 2 should not be considered because it assumes that all rock from gravel bar at 35+00 if used would have been hauled into stockpile at 149+50. This would have been very improbable as all of this material would have had to be back hauled onto the road. It is very probable that an additional stock pile would have been located at or near 35+00.

The additional haul to the State to put rock onto the road from the pile as actually made over the haul from piles as specified figures to be 3179.2 yd miles which at 12¢ would amount to $381.50 That this amount is less than the haul adjustment is because the pile as actually set out entails less back haul than from the specified piles making the total haul from Quarry to road less.

Haul adjustment is 4586.9 yd. miles @ 12¢ = $550.43

ATION SHEET

.... SHEETS.



(Haul onto road from Actual pile)

300' D.H. 149+50	149+50 165+20.1	0.175	365	63.9
	55+42.7 149+50	1.485	3585	5323.7
			3950	5387.6

Difference = $3179.^{2}$ which @ 12^{c} = $\$381.^{50}$ Increased cost to State to put material onto road.

10-36

STATE OF OREGON

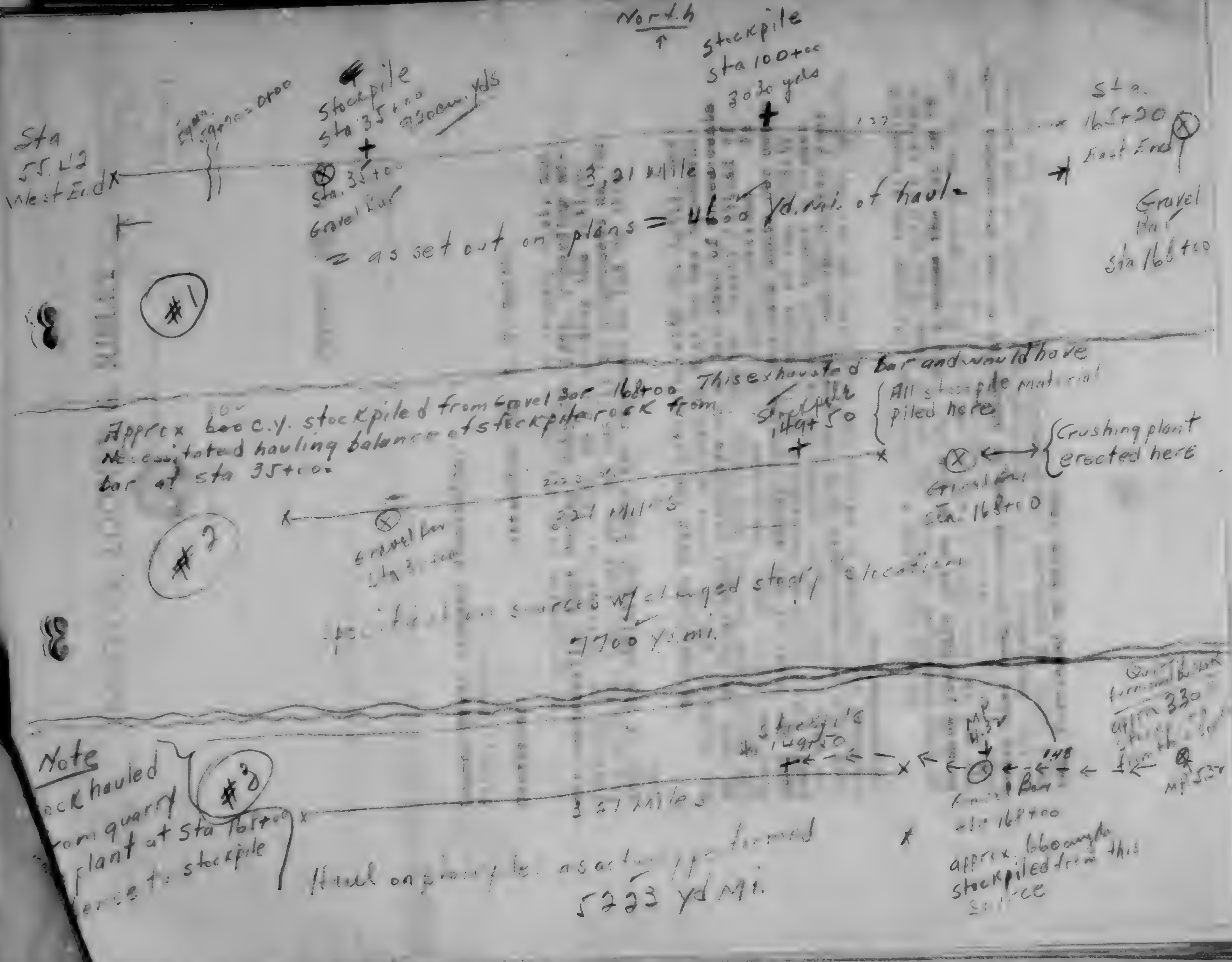
TABULATION SHEET

HIGHWAY DEPARTMENT

SHEET .... OF .... SHEETS.

S.P. Loc.	Dist.	Av. haul	Cu. Yds.	Yd. Mi.	
	(Haul onto road from Spec. piles)				
35+00	55+42.7 35+00	0.375	$920.^{0}$	$345.^{0}$	1230½ cy. per mile
100+00	35+00 100+00	0.615	$1515.^{0}$	931.7	
	100+00 165+20.1	0.615	$1515.^{0}$	931.7	
			3950	$2208.^{4}$	
	(Haul onto road from Actual pile)				
300' D.H. 149+50	149+50 165+20.1	0.175	365	63.9	
	55+42.7 149+50	1.485	3585	5323.7	
			3950	$5387.^{6}$	

Difference = $3179.^{2}$ which @ 12^{c} = $\$381.^{50}$ Increased cost to State to put material onto road.



= as set out on plans = 4600 yd. mi. of haul

Approx 600 c.y. stockpiled from Gravel Bar 168+00 This exhausted Bar and would have necessitated hauling balance of stockpile rock from bar at sta 35+00

[illegible] sources w/ changed stockpile location 7700 y. mi.

Note
rock hauled from quarry plant at Sta 168+00 to stockpile

Haul on principle as actually performed 5223 yd Mi.

approx. 660 cu yds stockpiled from this source

SAXTON, LOONEY & RISLEY

324 HENRY BLDG. AGC PORTLAND OREGON

BEACON 4797

[illegible] 1938

February 22, 1937.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen: Attention: Mr. H. G. Smith.

In connection with our letter of January 21st, and our conversation last Friday, February 18th, regarding adjustment on Contract No. 1999, we are writing the following with the hope that you may see fit to compensate us for some of the additional costs and expenses we had on this job.

We have gone over the situation with Mr. Lytle, and Mr. Slavens, and Mr. Lytle advises us that he has recommended that the Department reimburse us at the rate of three cents per cubic yard for the rock taken from the Quarry instead of from the gravel bars, designated in the specifications. We paid the owner of the Quarry four and one half cents per cubic yard, which price we understand is in excess of the Royalty you were to pay for the gravel, so we cannot expect a higher rate than you would have paid for gravel, and appreciate your apparent willingness to settle for this item, as per Mr. Lytle's recommendation.

We are enclosing a little plan outlining the situations as they developed on this job, and we hope from this to be able to show you this job as we see it. No. 1 shows the job as it was set up, according to specifications, No. 2 same as No. 1, except for changed stockpile lacations, and is the procedure that would have been followed had we attempted to use the second gravel bar, designated in the specifications, instead of the Quarry, from which we produced approximately three fourths of the material, furnished on this job.

SAXTON, LOONEY & RISLEY

324 HENRY BLDG. PORTLAND OREGON

BEACON 4797

Oregon State Highway Commission:

No. 3 shows the way the job was actually done. If haul was figured at twelve cents per cubic yard mile as provided in haul adjustment clause in the contract, the haul on plan No. 1 would figure $550.00, No. 2 $924.00, and No. 3 $626.76. From this you will see that if we had used the second gravel source designated, as covered by plan No. 2 the haul would have increased over the theoretical haul as shown in plan No. 1, and we would have been entitled to a haul adjustment of $372.00 in our favor. As it worked out we actually spent under plan No. 3, $126.76 more than the original haul would have netted us and our penalty as you show it amounts to $550.43, so it would appear that the State are actually benefitting $922.43, and we are losing $677.19.

We think the gravel bar at Station 35 should be considered the origin of haul for all material not taken from the bar at Station 168, because this change actually saved the State money, due to the fact that our operations were continuous, and we completed the job in much less time than it would have taken had we moved our plant back down to the bar, at Station 35. When we went into the Quarry we naturally increased our own haul materially, but figured that if we were not penalized on haul adjustment that the additional haul we imposed upon ourselves, would be to some extent offset by the expense that we would have been put to in moving our plant. Another thing that influenced us to go into the Quarry rather than the second gravel bar, was the fact that it was very doubtful, if there was enough gravel in the remaining bar to complete the job, and we thought it better for all concerned to use a source that we knew had enough to complete the job.

As stated before we appreciate your willingness to reimburse us for the Royalty on rock taken from the Quarry, and want to be absolutely fair so far as the job as a whole was concerned, but do feel that in view of the somewhat confused methods of operation employed by ourselves the indefiniteness of sources set out in the specifications, and the fact that there apparently was not enough gravel in both of the bars specified to complete the job, that the haul adjustment should be disregarded, and we be paid the contract price as bid for stockpile material in stockpiles.

Yours very truly,

SAXTON LOONEY AND RISLEY.

BY J.S. Risley

10M 9-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISTER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

Feb. 25, 1938

IN REPLY PLEASE REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

Reference is made to your letter of Feb. 24th, relative to the Saxton and Looney job on the Little Butte Creek Highway.

Before the project was planned a careful study of the various sources of materials was made. The quarry from which the contractor secured a part of the materials was rejected for the following reasons.

1. The major part of the quarry consisted of rock which was too soft and which air slaked. If the State had designated this source it would have been difficult to keep the contractor's operations confined to the one vein of rock which was of suitable quality.

2. The quarry was located approximately a mile beyond the end of the job which increased the haul.

3. In my opinion the cost of producing material from this source would exceed the cost of producing gravel.

Our investigations and those made by Mr. Wallace, a contractor, revealed that there was over twice the amount of gravel in the pit located opposite station 35 as there was at the pit used. Everyone else, with whom I discussed this project, figured on setting their plant at station 35 and even now I cannot understand why Mr. Saxton placed his plant where he did.

I did not notify your office that the contractor changed from the gravel pit to the quarry as the change was provided for in the contract. For the same reason no mention was made in the location of the stockpile site. The contract was not followed in selection of the stockpile site as all the owners refused to sell any of their land.

The contractor of course was notified that the change was being made as per our right under the contract. He had no objections.

I have never made any recommendation that the net price be allowed to stand. My only recommendations were that I would reduce the haul adjustment price from twelve to ten cents. The other recommendation was to the effect that we pay the royalty, to the extent of three cents per cubic yard on the rock taken from the quarry which was the price he would have had to pay had the gravel been taken from the pit at station 35.

Commissioners
Henry F. Cabell, Chairman, Portland
E. B. Aldrich, Pendleton
F. L. Tou Velle, Jacksonville

H. B. Glaisyer, Secretary

R. H. Baldock
State Highway Engineer
Salem

OREGON STATE HIGHWAY COMMISSION
SALEM

In Reply Please Refer to File No.

-2- H. G. Smith

The whole matter was discussed with Saxton and Risley and they agreed that they had no legal claim for any adjustment on the haul. They also said they would be perfectly satisfied if we would pay the three cents royalty.

Very truly yours,

K. B. LYTLE
Division Engineer

cc. R. H. Baldock ✓

KBL:AF

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
FOR FILING

139-B

February 24th, 1938

Mr. K. B. Lytle
Division Engineer
State Highway Dept.
Roseburg, Oregon

NOTED

Dear Sir:

The request of Saxton & Looney that the haul adjustment be eliminated on the Eagle Point-Baker Gulch Section is being considered. In the meantime, I wish to call your attention to the confusion occasioned by the practice followed on this contract.

1. It is not clear why the gravel pits were originally specified when there was a rock quarry adjacent to the job and of such superior quality.

2. I can find no record that this office was ever notified that the procedure was to be changed or any request made to allow the net prices to stand as has since been requested.

In the future, I would suggest that quarries and stockpile sites be definitely selected and procurred sufficiently in advance of the advertisement of the job so that there will be no such adjustments or complications after the job starts.

I would suggest that you give consideration to the projects which you wish to put on next year and arrange for the acquisition of these sites and quarries.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

RECEIVED
FEB 23 1938
FOR FILING

7a 3 331 B

February 18, 1938

Mr. Clifford A. Dunn
Box 431
Klamath Falls, Oregon

Dear Sir:

The State Highway Commission on February 17, 1938, awarded you the contract for 3.20 miles oil mat surface treatment on the Eagle Point-Baker Gulch Section of the Little Butte Secondary Highway, in Jackson County. This award was based on your low bid of $8,935.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

HBG:AM

cc - Mr. Probert

RECEIVED
FEB 25 1938
FOR FILING

RECEIVED
1938
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

FAS 239-B

February 17, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Secondary project FAS 239-B, the Eagle Point-Baker Gulch section of Little Butte Secondary highway, to Clifford A. Dunn, Klamath Falls, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By F E Andrews

F. E. Andrews
Sr. Highway Engineer

Jon

FORM 5-A-1 10M 8-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

W. B. CLAUSTER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
FEB 14 1938
FOR FILING

RECEIVED
10 1938
STATE HIGHWAY COMMISSION

237-E

Feb. 8th, 1938

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

NOTED
State Highway Engineer

Dear Sir:

The specifications covering the surfacing of the Eagle Point-Baker Gulch Project provided that we would procure for the contractors gravel bars located near stations 55 and 168 but if contractors elected to take materials from other sources he would have to pay royalty etc.

The contractor set up his plant at station 168 and took what materials he could get before the high water forced him out. He then elected to procure his materials from an old quarry site about one mile up the creek rather than move or haul from our bar at station 55. For the right to take material from this quarry he agreed to pay owner a royalty of 4½¢.

The contractor has now asked us to bear as much of the royalty expense as we would have had to if he had moved to or hauled from the bar at station 55.

The bar at station 168 was purchased and the one at station 55 was leased on a royalty basis of 3¢ per cubic yard. As nearly as I can separate the materials from the records here in the office, I figure that there was taken from the gravel pit 2904 cubic yards and 9069.4 from the quarry.

I think it is fair and would recommend that we reimburse the contractor to the extent of paying him 3¢ per cubic yard for the 9069.4 yards taken from the quarry.

The above figures should be checked by the resident engineer as they have been taken, by me, from the daily reports.

Very truly yours,

K. D. LYTLE
Division Engineer

cc. R. H. Baldock
cc. C. C. Slavens

KDL:AF

#1999

RECEIVED
FEB 10 1938
FOR FILING

February 8, 1938

Mr. A. W. Woodrich
Ladino Products Company
Eagle Point, Oregon

Dear Sir:

This acknowledges your letter of February 2 advising us of your claim in the amount of $20.65 against Saxton, Looney & Risley, contractors on state highway construction work, same being for milk and cheese products furnished them during the period, October 12 to 29, 1937, while they were engaged in construction work with the State Highway Commission in Jackson County.

The contract that Saxton, Looney & Risley had in Jackson County in 1937 was state highway contract No. 1999 for surfacing the Eagle Point-Baker Gulch Section of Little Butte Secondary Highway. The contractor was required to furnish a bond to guarantee the satisfactory completion of this job and to protect claims incurred against the same. While I do not believe that your claim is eligible for protection under the bond, it might be well for you to file notice of the same with the bonding company. The bond was written by the United States Fidelity & Guaranty Company for whom G. B. Eckles is local manager with offices in the Bedell Building, Portland. I would also suggest that you file notice of your claim with the Secretary of State in conformance with Chapter 280, Laws of Oregon for 1931, a mimeographed copy of which is inclosed for your information.

In accordance with the usual practice I am bringing your claim to the attention of the bonding company and the contractor. I trust that you will receive satisfactory settlement in the near future. If you do not secure satisfaction, then it will be necessary for you to sue as the State Highway Commission is not in a position to pay contractor's accounts direct.

Very truly yours,

Secretary

HBG:AM
attach

February 6, 1938

United States Fidelity & Guaranty Co.
G. B. Eckles, Local Manager
1112 Bedell Building
Portland, Oregon

Gentlemen:

Attached hereto is a copy of a letter I have just received from Mr. A. W. Woodrich, Eagle Point, Oregon, advising of his claim in the amount of $20.65 against Saxton, Looney & Risley. This was evidently incurred while Saxton, Looney & Risley were engaged in state highway construction work in Jackson County under contract No. 1999 for surfacing the Eagle Point-Baker Gulch Section of the Little Butte Secondary Highway, in connection with which project you wrote the bond.

Very truly yours,

Secretary

HBG:AM

cc - Saxton, Looney & Risley
324 Henry Building
Portland, Oregon

ICH, PROP.

TELEPHONE 24

LADINO PRODUCTS COMPANY

MANUFACTURERS OF

FROM A DISTRICT FREE FROM TUBERCULOSIS

SPECIALIZING IN THE MONTEREY AND AMERICAN VARIETIES

LADINO CHEESE

RECEIVED
FEB 8 - 1938
OREGON
STATE HIGHWAY COMMISSION

EAGLE POINT, OREGON February 2, 1938

ANSWERED
H. B. G.

Oregon State Highway Com.
Salem Oregon

Gentlemen:

This communication is in regard to a clame against Saxton-Loony&Risley of Portland Ore, who had a contract with the State for crushing rock at Brownsboro.

If the final settlement has not been already made, I wish to file a clame for the amount of $20.65.

I have written them many times, but was unable to get any responce. I would greatly appreciate it if you would remember me at the time you make the final settlement.

Respectfully submitted,

A L Goodrich

---

ly yours,

CH
Engineer

4278.00
2910.00
1368.00

J-112

A. WOODRICH, PROP.   TELEPHONE 24

OM A DISTRICT FREE FROM
TUBERCULOSIS

SPECIALIZING IN THE MONTEREY
AND AMERICAN VARIETIES

LADINO CHEESE

EAGLE POINT, OREGON, January 28. 1938

M Saxton-Looney & Risley,Portland,Ore.

To LADINO PRODUCTS COMPANY Dr.

From Oct.I2-29 I937		
Milk	$I9.50	
Cheese	$I . I5	
Total:	....	$20.65

ULTURE

POST OFFICE BUILDING
PORTLAND, OREGON

3, 1938

ucher submitted
239-B, Eagle
ghway, we note
piled for bituminous

Act provides that
lace, these items
ing forwarded with
ed amount of $2,910.

ly yours,

NCH
Engineer

4278.00
2910.00
1368.00

J-112

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. 231-B

POST OFFICE BUILDING
PORTLAND, OREGON

February 3, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

In our review of the intermediate voucher submitted for Oregon Federal Aid Secondary project FAS 239-B, Eagle Point-Baker Gulch section of Little Butte Highway, we note that payment is claimed for aggregates stockpiled for bituminous mat construction.

As Section 13 of the Federal Highway Act provides that payment can be made only for materials in place, these items have been eliminated, and the voucher is being forwarded with our recommendation for payment in the reduced amount of $2,910.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

4278.00
2910.00

1368.00

J-112

RECEIVED
JUN 10 1938
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE REFER TO FILE No. 70-F 239-B

February 1, 1938

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P.S.& E. documents for the oiling contract to complete Oregon Federal Aid Secondary Project No. FAS 239-B, the Eagle Point-Baker Gulch Section of the Little Butte Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Chief of the Bureau.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

RECEIVED
JAN 22 1938
FOR FILING

239-B

#1999

January 29, 1938

United States Fidelity & Guaranty Company,
C. B. Eckles, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1999 for the construction of the Eagle Point-Baker Gulch Section of the Little Butte Secondary Highway in Jackson County, has been completed by the contractors, Saxton, Looney & Risley, and that final settlement will be made by the State with said contractors for work done under said contract on or after January 29, 1938.

The State has been advised of the following claims against this contract: Everett Hickman, for truck rental, amount not stated; Hawkinson Tire Tread Service, $5.06 for repairs. You are advised that the State assumes no responsibility for the above claims, or for any claims which may be filed against this contract.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $17,669.45, including the final payment. Of this amount $55.95 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED
JUN 10 1938
FOR FILING

FAS 239-B

January 28, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith the copies of estimate for the Eagle Point-Baker Gulch Section, Project No. FAS 239-B, returned with your letter of January 27, 1938.

The length of the section within the City of Eagle Point is .09 mile and the extension of $13.50 for the item of "Preparation of Base" is correct.

The error in the estimate was merely typographical, the correct quantity for the item being .09 mile instead of 0.9 mile. The estimate is otherwise correct and since the change is minor, we have corrected the copies rather than having them rewritten.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

RECEIVED
JUN 10 1938
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
JAN [illegible] 1938
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE REFER TO FILE NO. Fas 239-B

January 27, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to estimate to accompany revised specifications on Oregon FAS 239-B, the Eagle Point-Baker Gulch section.

The estimate shows under "Oil Mat Surface Treatment" the item 0.9 mile Preparation of Base at $150.00 = $13.50, and this should have been $135.00 as covered in the project agreement estimate dated August 25, 1937. This changes the sub-total to $857.00 and the total to $942.00. This changes the summary, and we are returning the estimate for correction.

It is suggested that this be expedited as the revised papers are being held in this office.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

Encl.

RECEIVED
JUN 10 1938
FOR FILING

FAS 239-B

January 25, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate to accompany the revised specifications for oil mat surface treatment on the Eagle Point-Baker Gulch Section, Project No. FAS 239-B.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

RECEIVED

3

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 239-B

EAGLE POINT-BAKER GULCH SECTION OF
THE LITTLE BUTTE HIGHWAY IN JACKSON COUNTY

(Substitute estimate for [illegible]. Based on [illegible] bid prices)
~~(Estimate to accompany revised specifications for oil mat surface treatment. Not as basis for modified agreement.)~~

J

Salem, Oregon, January 25, 1938

WITHIN CITY OF EAGLE POINT (STA. 55+42.7 TO 59+70.0 = 0.00 TO 0+57.7)

Surfacing and Mineral Aggregates (Contract No. 1999)

100	cu. yds.	Base Materials in Surfacing	$ 1.48	$ 148.00
70	cu. yds.	Top Materials in Surfacing	1.48	103.60
20	cu. yds.	Filler	0.40	8.00
20	yd. mi.	Hauling Filler	0.18	3.60
14	M-Gal.	Sprinkling	1.50	21.00
24	cu. yds.	1½" - ¾" Crushed Gravel in Stock Pile	1.55	37.20
20	cu. yds.	¾" - ½" Crushed Gravel in Stock Pile	1.55	31.00
16	cu. yds.	½" - ¼" Crushed Gravel in Stock Pile	1.55	24.80
8	cu. yds.	¼" - 0" Crushed Gravel in Stock Pile	1.55	12.40
				$ 389.60

Oil Mat Surface Treatment (Estimated Prices)

0.9	mile	Preparation of Base	$150.00	$ 13.50
68	cu. yds.	Placing Mineral Aggregate	1.25	85.00
200	yd. mi.	Hauling Mineral Aggregate	0.15	30.00
4	tons	SC-6 Road Oil in Place	28.00	112.00
3	tons	Emulsified or Cutback Asphalt	30.00	90.00
10	M-Gal.	Sprinkling	1.50	15.00
				$ 345.50

Subtotal	$ 735
10% Engr. & Cont.	73
Total	$ 808

Length	.092 mile
Cost per mile	$ 8,782

OUTSIDE CITY (STA. 0+57.7 TO 112+00)

B

Surfacing and Mineral Aggregates (Contract No. 1999)

3,900	cu. yds.	Base Materials in Surfacing	$ 1.48	$ 5,772.00
2,530	cu. yds.	Top Materials in Surfacing	1.48	3,744.40
630	cu. yds.	Filler	0.40	252.00
630	yd. mi.	Hauling Filler	0.18	113.40
486	M-Gal.	Sprinkling	1.50	729.00
796	cu. yds.	1¼" - ¾" Crushed Gravel in Stock Pile	1.55	1,233.80
680	cu. yds.	¾" - ½" Crushed Gravel in Stock Pile	1.55	1,054.00
544	cu. yds.	½" - ¼" Crushed Gravel in Stock Pile	1.55	843.20
262	cu. yds.	¼" - 0" Crushed Gravel in Stock Pile	1.55	406.10
				$ 14,147.90

Oil Mat Surface Treatment (Estimated Prices)

3.11	miles	Preparation of Base	$ 150.00	$ 466.50
2,282	cu. yds.	Placing Mineral Aggregate	1.25	2,852.50
3,400	yd. mi.	Hauling Mineral Aggregate	0.15	510.00
132	tons	SC-6 Road Oil in Place	28.00	3,696.00
83	tons	Emulsified or Cutback Asphalt	30.00	2,490.00
140	M-Gal.	Sprinkling	1.50	210.00
				$ 10,225.00

Subtotal	$ 24,372
10% Engr. & Cont.	2,437
Total	$ 26,809

Length	3.112 miles
Cost per mile	$ 8,614

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	FAS Funds Requested	State Funds
Work Within City	$ 808	$ 493	$ 315
Work Outside City	26,809	16,357	10,452
	$ 27,617	$ 16,850	$ 10,767

RECEIVED
JAN 6 1938
FOR FILING

239 B

1999

January 4, 1938

Hawkinson Tire Tread Service
204 North Riverside Avenue
Medford, Oregon

Attention: H. K. Hamilton

Gentlemen:

This acknowledges your letter of the 3rd instant advising that you have a claim against Saxton, Looney & Risley, Contractors for state highway work.

We note that you understand that the Highway Commission retains moneys due the contractors for 60 days after jobs are completed to see if all accounts are paid. Your understanding is incorrect but I believe the State of Washington has some such law. Claims against highway contractors are protected by a contract bond, which bond can be held responsible and liable for the payment of claims incurred against the jobs in connection with which the bond was written provided the claim is filed with the Secretary of State prior to the expiration of a period of six months from date of completion of the contract and acceptance of the same by the State Highway Commission.

You do not state the name of the job on which your claim was incurred so I cannot give you more detailed information but if you will advise me thereof I will see that you are supplied with proper information for filing your claim with the Secretary of State.

It may be that the job you have reference to is State Highway Contract No. 1999 for the surfacing of the Eagle Point-Baker Gulch Section of the Little Butte Secondary Highway in Jackson County, and, if such is the case, I can say that the bond furnished in connection with this job was written by the United States Fidelity & Guaranty Company for whom G. B. Eckles is local agent with offices in the Bedell Building, Portland.

In addition to filing your notice with the Secretary of State you should also file it with the bonding company. A mimeographed copy of Chapter 280, Oregon laws for 1931, relative to the filing of claims is attached hereto for your further information.

Very truly yours,

Secretary

HBG:AM

PHONE
147

HAWKINSON TIRE TREAD SERVICE
204 NORTH RIVERSIDE AVENUE
MEDFORD, OREGON

January 3,1938

State Highway Commission

Salem,Ore.

Gentlemen;

We were advised today that the Saxton,Leoney & Risley Contracting Company have gone under and that you hold up their money for 60 days to see if all accounts are paid.We have a requisition signed by F.R.Jinkinson for tire repairs as well as wheel repair and have not received our money for same.The amount of their bill is $3.08 for the month of November,the requisition number is 764.

Will you please advise us what to do or how to go about collecting this if they have gone under.

Yours very truly,
Hawkinson Tire Tread Service

HKH

By H.K. Hamilton

ANSWERED
H. B. G.

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
JAN 3 1938
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

239-15

December 30th, 1937

Mr. K. D. Lytle
Division Engineer
State Highway Dept.
Roseburg, Oregon

Dear Sir:

Receipt is acknowledged of your letter of December 28th, regarding haul adjustment on the Eagle Point-Baker Gulch surfacing project. You are advised that it is the intention of the State

We are advised by the Office Engineer that the haul set-up as given in your specifications was changed to the form given in the contract due to the then unknown location of the source of materials. Unless the source to be used is definitely specified, no pay haul item is properly a bid item as no quantities could be calculated to any degree of accuracy, and actual quantities of hauling would be at the entire discretion of the contractor. The standard specificaion "A" as given in Section 15 is always applicable and is the only one applicable where the source, or sources, of material for stockpiling materials are left to the choice of the contractor.

We are further advised that the stockpile site locations designated in the contract were determined as the result of a telephone conversation with you prior to their adoption.

Inasmuch as a change to a 10 cents per yard mile price on this project would represent a saving to the contractor of but $91.74, and in view of the fact that the total payment to the contractor as calculated on the semi-final estimate exceeds the contract amount by $851.93, I cannot recommend a reduction in the haul adjustment price of 12 cents per yard mile as stated in the contract.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By
H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

RECEIVED
DEC 30 1937
FOR FILING

239-B

December 29, 1937

UNITED STATES FIDELITY & GUARANTY COMPANY
G. B. Eckles, Resident Agent
Bedell Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Saxton, Looney & Risley on Contract No. 1999 for the surfacing of 3.20 miles on the Eagle Point-Baker Gulch Section of the Little Butte Secondary Highway in Jackson County. This payment will be made on or after January 8, 1938.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

FORM 5-A-1 5M 5-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

237-B

1937

IN REPLY PLEASE REFER TO FILE NO.

Dec. 28th, 1937

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

Your attention is called to the haul adjustment made in connection with the stockpiling of maintenance materials on the Eagle Point Baker Gulch Section of the Little Butte Secondary Highway, the semi final estimate of which was recently sent to your office. You will note that this haul adjustment represents a considerable sum of money and was brought about through our inability to secure stockpile sites which would conform with the stockpile layout as specified in the special provisions of the contract.

When we attempted to buy the stockpile site we found that we were unable to secure only the one site which we used and the use of this one site reduced the haul 4586.9 yard miles, making at the stipulated price a reduction of $550.43. The haul stipulated in the contract was uneconomical and was changed from the specification which I originally wrote. Even though we had been able to buy the site at station 35 as specified in the contract it would have been foolish to haul the material down there and then haul most of it back towards the plant.

In fairness to the contractor, I believe that we could well make an adjustment on this item by reducing the 12¢, which was the price upon which the haul was to be adjusted, to 10¢ per yard mile. I believe this adjustment price should not be as high as we have recently paid for the reason that it should, in my opinion, be closer to the actual cost of hauling.

Will you please advise me as to what your recommendations are in this matter?

Very truly yours,

K. D. LYTLE
Division Engineer

cc. R. H. Baldock

KDL:AF

Form 330—5M—6-37

[illegible]EGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

RECEIVED
DEC 20 1937
STATE HIGHWAY COMMISSION

239B

For Week Ending Dec. 18, 1937

Section Eagle Point-Baker Gulch

Kind of work Re-Surfacing

Highway Little Butte Secondary

Section prefix 115-1004

Contractor Saxton, ~~Looney &~~ Risley

Contract number 1999

Date of contract Aug. 12, 1937

Date of completion March 31, 1938

Date work started Oct. 12, 1937

Estimated date of completion Dec. 11, 1937

Amount of contract . . . . $ 17,017.50

Per cent of time elapsed 50 %

Estimated cost of completed project, exclusive of engineering . . . . $ 17,847.20

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering cost to date, $ 975.00 5.5 %

Date project was completed Dec. 11, 1937

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The contractor's work was completed on Saturday the 11th. Myself and two men worked the first 3 days of this week preparing the Final Estimate. The balance of the week spent on Sam's Valley Survey: Wednesday; Self and two men ran Traverse at Gravel Bar on the Sams Valley Secondary Highway. Thursday; Self in office working on Map of Gravel pit. Kelly & Stump at Court House in Medford looking-up Property Descriptions.

Friday; Self and Stump in office working on Map and Descriptions of Gravel Bar. Kelly in Gold Hill and Medford looking up Property ownerships.

Saturday; Self, Stump and Kelly in office working on R.O.W. Descriptions and doing other general office work.

Closing Report.

DEC 20 1937

NOTED H. N. LIBBY

NOTED H. G. SMITH

Signed C.C. Slavens

Address Eagle Point, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		3.2			
Miles partially completed		00			
Miles completed		3.2			
Total estimated quantities		8007.0	3966.3		
Estimated quantities moved or placed to date		8007.0	3966.3		
Average daily quantities		0	0		
Average daily quantities necessary to complete project on time		0	0		
Number shifts per day		0	0		
Hours per shift		0	0		
Average force on project for week		0	0		

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	clear warm		
Monday	cloudy cool		
Tuesday	cloudy cool		
Wednesday	cloudy cool		
Thursday	rain		
Friday	rain		
Saturday	cloudy cool		

239-B

RECEIVED
JAN 3 1938
FOR FILING

RECEIVED
[illegible] 1937
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon FAS 239-B
Eagle Point-Baker Gulch section
Little Butte Highway

December 17, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the __________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
T. M. Davis
Highway Engineer

Encls.

Jon

Apr 32618

Form P. R. 2

Federal Aid Secondary

State Oregon

Project No. FAS 239-B

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 22nd day of October, 1937

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly Section 7 of the Act approved June 16, 1936, 49 Stat. 1521 (Public No. 686, 74th Congress).

Whereas the Highway Department of said State submitted on the 8th day of June, 1937, a project statement, which was approved by the Secretary on the 6th day of August, 1937, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section B of said project which were recommended for approval by the United States District Engineer on the 20th day of July, 1937; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of seventeen thousand, one hundred eighteen and 00/100 dollars ($17,118.00) as the share of the United States payable under said act on account of Section B of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, laws 1917; Chap. 31, laws 1920; Chap. 248, laws 1931 (Include date and citation of act of legislature by which authorized)

(*b*) From other sources (State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 55+42.7 in Eagle Point and survey station 165+20.1, in the SE 1/4 of Section 31, T. 35 S., R. 1 E., W. M.

, length 3.204 miles, in Jackson County, being Section B of Oregon Federal Aid Secondary project No. FAS 279, consisting of 3.204 miles of roadway and no bridges, ~~each of more than 20 feet clear span,~~ ~~of miles in length~~

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section 3 of said project shall not in any event exceed the sum of seventeen thousand, one hundred eighteen and 00/100 dollars ($17,118.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of twenty-eight thousand, fifty-seven and 00/100 dollars ($28,057.00), the approved total estimated cost of Section 3 of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, laws 1927; Chap. 242, laws 1931

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 11th day of Nov., 1937

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F Cabell

Chairman, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By F L Fontelle

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

SECRETARY OF AGRICULTURE,

By H J O'Leary
Acting Chief, Bureau of Public Roads.

8—5515

FA Sec.

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Secondary Project No. FAS 239-B State of Oregon

Second. That in accordance with said provisions I have approved the sum of $28,057.00 as the total estimated cost of said project, and the sum of $17,118.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 11th day of November one thousand nine hundred and thirty-seven

Secretary of Agriculture,

By H J O'Leary
Acting Chief, Bureau of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE 3—4530

RECEIVED
DEC 16 1937
FOR FILING
239-B

December 15, 1937

Mr. E. B. Lytle
Division Engineer
Roseburg, Oregon

Dear Sir:

The information requested in your letter of December 10th, follows: The beginning of the project, FAS 239-B, is Station 55+42.7, and the end of the project is Station 165+20.1, as indicated on the plans.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by George Hester/ME

NERS
. CABELL, CHAIRMAN, PORTLAND
. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
ROSEBURG, OREGON

RECEIVED
DEC 13 1937
OREGON
STATE HIGHWAY COMMISSION

December 10, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: S. H. PROBERT

Dear Sir:

C. C. Slavens is ready to set markers for federal aid posts on the Eagle Point-Baker Gulch Section of the Little Butte Secondary Highway.

Although the plans of the project do not definitely show that the beginning and end of the project are the limits of F. A. S. 239-B, it is assumed that this is the case. Please advise so that Mr. Slavens may properly set the markers.

Yours very truly,

K. D. LYTLE
Division Engineer

By R. B. Sipprell
R. B. Sipprell
Office Engineer

RBS:MDG
cc--R. H. Baldock

FORM F-A-1 10M 7-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

RECEIVED
DEC 13 1937
OREGON
STATE HIGHWAY COMMISSION

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
DEC 13 1937
FOR FILING
239-B

December 10, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: S. H. PROBERT

Dear Sir:

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Although the plans of the project do not definitely show that the beginning and end of the project are the limits of F. A. S. 239-B, it is assumed that this is the case. Please advise so that Mr. Slavens may properly set the markers.

Yours very truly,

K. D. LYTLE
Division Engineer

By
R. B. Sipprell
Office Engineer

RBS:MDG
cc--R. H. Baldock ✓

NOTED
State Highway Engineer

FORM 2-… 10M 7-37
Commissioners
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

OREGON STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
DEC 6 - 1937
OREGON
STATE HIGHWAY COMMISSION

239-B

Dec. 4th, 1937.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: E. G. SMITH

Dear Sir:

The request for an additional authorization on the Eagle Point-Baker Gulch Section, which I recently sent in for your approval, may be cancelled as we find there will be sufficient money to do the job.

Very truly yours,

K. B. LYTLE
Division Engineer

cc. R. H. Baldock
cc. C. C. Slavens

KBL:AF

NOTED
C. B. McCullough

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
1937
OREGON
STATE HIGHWAY COMMISSION

IN REPLY PLEASE
REFER TO FILE NO.

Dec. 4th, 1937.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

The request for an additional authorization on the Eagle Point-Baker Gulch Section, which I recently sent in for your approval, may be cancelled as we find there will be sufficient money to do the job.

Very truly yours,

K. D. LYTLE
Division Engineer

cc. R. H. Baldock
cc. C. C. Slavens

KDL:AF

NOTED

#1999

RECEIVED

239-B

December 2, 1937

Mr. Everett Hickman
R. 2, Box 50
Klamath Falls, Oregon

Dear Sir:

This acknowledges receipt of your letter of November 29 inquiring what steps to take to protect your claim against Saxton, Looney & Risley for truck hire in connection with their work on the Eagle Point-Baker Gulch Section of the Little Butte Secondary Highway, in Jackson County; and also asking how long a time you have in which to file your claim.

Claims may be filed any time within six months after completion and acceptance of the job. The time limit on this job is March 31, 1938.

The contractors furnished for the protection of claimants against them a surety bond written by United States Fidelity and Guaranty Company, for whom G. B. Eckles is Resident Agent, with offices in the Bedell Building, Portland. We suggest that you write them, setting forth the amount and character of your claim and we believe it will be taken care of. Should you not secure satisfaction by this step, you should notify the Secretary of State, Hon. Earl Snell, of your claim, in form substantially as outlined in the attached mimeographed copy of Chapter 280, Oregon Laws 1931.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

encl.

December 2, 1937

UNITED STATES FIDELITY & GUARANTY COMPANY
    C. B. Eckles, Resident Agent
Bedell Building,
Portland, Oregon

Gentlemen:

Attached is a letter which we have received from Everett Hickman, Klamath Falls, setting forth his claim against Saxton, Looney & Risley for whom you are surety in connection with the construction of the Eagle Point-Baker Gulch Section of the Little Butte Secondary Highway, in Jackson County. We have instructed Mr. Hickman to write you in detail, giving amount of claim, etc.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

encl.

cc - Saxton, Looney & Risley

Nov. 29, 1937.

RECEIVED
1937

State Highway Dept.
Salem, Ore.

Sir:

I had two trucks working on a highway job at Eagle Point, Oregon for Saxon, Looney, & Risley. They have not paid me for the truck rental and I would like to know how long a time I have in which to file to collect. I have phoned and written to them several times and they will not or do not send me my money. The resident engineer on that job is C.C. Slavens at Eagle Point, Oregon.

Sincerely

Everett Hickman
Klamath Falls Oregon
R2. Box 59

REPORT
NLY

RECEIVED
1937

ng Nov. 27, 1937

Re-Surfacing

115-1004

1999

March 31, 1938

ompletion Dec. 15, 1937

psed 44.4 %

. . . . $ 18, 098.20

. . . . 87.2 %

$14, 839.00

ompleted , 193

rtant development, instructions to contractors.

lering adverse weather

ys. The plant was shut

started again until the

and will be completed in

mpleted, a few yards are

he Top course is completed

H. G. SMITH

week.

I spent several days this week locating Stock Piles on the Sam's Valley Secondary highway.

Three members of P.P. Whitmore's party worked on this project during the week measuring stock piles, also a portion of a day was spent making a survey of the Scale Site on the Crater Lake Highway at Agate.

NOTED
H. W. LIBBY

1937

NOTED
R. N. HACKE

Signed C. C. Slavens

Address Box 187 Eagle Point, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

Form [illegible]

239-B

GON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

RECEIVED [illegible] 1937

For Week Ending Nov. 27, 1937

Section Eagle Point-Baker Gulch
Kind of work Re-Surfacing
Highway Little Butte Secondary
Section prefix 115-1004
Contractor Saxton, Looney & Risley
Contract number 1999
Date of contract Aug. 12, 1937
Date of completion March 31, 1938
Date work started Oct. 12, 1937
Estimated date of completion Dec. 15, 1937
Amount of contract $ 17, 017. 50
Per cent of time elapsed 44.4 %
Estimated cost of completed project, exclusive of engineering $ 18, 098.20
Per cent of contract completed, based on total contract price 87.2 %
$14, 839.00
Engineering cost to date, $ $600.00, 4.1 %
Date project was completed , 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Very good progress was made during the week considering adverse weather conditions, together with operating the plant only 4 days. The plant was shut down the evening of Wednesday the 24th and will not be started again until the 28th, Sunday.

The Stock Pile Materialis practically all crushed and will be completed in a day or two. The base material is also practically completed, a few yards are being used each day for reinforcing the base course. The Top course is completed for a distance of 1.7 miles.

Mr. K. D. Lytle was over the job Wednesday of this week.

I spent several days this week locating Stock Piles on the Sam's Valley Secondary highway.

Three members of P.P. Whitmore's party worked on this project during the week measuring stock piles, also a portion of a day was spent making a survey of the Scale Site on the Crater Lake Highway at Agate.

H. G. SMITH

NOTED
H. W. LIBBY

NOTED
[illegible] BACKST[illegible]

Signed C. E. Havens

Address Box 187 Eagle Point, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		3.2			
Miles partially completed		3.2			
Miles completed		00			
Total estimated quantities		7600.0	4050		
Estimated quantities moved or placed to date		5913.0	3866		
Average daily quantities		111.0	131		
Average daily quantities necessary to complete project on time		13	2		
Number shifts per day		2			
Hours per shift		8			
Average force on project for week		46			

Percentages of men employed on contract to be secured from:

County, %; County, %; County, %; County, %

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	Jackson COUNTY	Klamath COUNTY	Polk COUNTY	Yamhill COUNTY	OTHER SOURCES		
Men	17	12	3	2		12	46
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders 1, Rollers 1, Mixers, Crushing or screening plants 1,

Compressors, Bull dozers, Sheet-foot rollers 8 - 1½ ton trucks.

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Rain	none	
Monday	rain	none	
Tuesday	cloudy cool	1 shift	Repairing shovel damaged from slide in quarry
Wednesday	cloudy cool	none	
Thursday	rain	all day	Holliday
Friday	clear warm	" "	"
Saturday	"	" "	"

RECEIV
OCT 1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

(Stencil #28)

1937
STATE HI

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon FAS 239-B
Eagle Point-Baker Gulch section
Little Butte Highway

October 15, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Highway Engineer

J.O.

RECEIVED
SEP 28 1937
FOR FILING
239-B

September 28, 1937.

SAXTON, LOONEY & RISLEY
324 Henry Building
Portland, Oregon

Gentlemen:

We are forwarding to you today by express one fully executed copy of Contract No. 1990 which was awarded to you on August 12, 1937, for the surfacing of the Eagle Point-Baker Section of the Little Butte Secondary Highway, in Jackson County.

This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

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SEP 7 1937
FOR FILING

239-B

September 3, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Eagle Point-Baker Gulch Section, Project No. FAS 239-B.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 239-B

EAGLE POINT-BAKER GULCH SECTION OF THE LITTLE BUTTE HIGHWAY IN JACKSON COUNTY

(Estimate as basis for project agreement. Based on low bid prices for surfacing and estimated costs for oiling.)

Salem, Oregon, August 25, 1937

WITHIN CITY OF EAGLE POINT (STA. 55+42.7 TO 59+70.0 - 0+00 TO 0+57.7)

Surfacing and Mineral Aggregates (Contract No. 1999)

100	cu. yds.	Base Materials in Surfacing	$ 1.48	$ 148.00
70	cu. yds.	Top Materials in Surfacing	1.48	103.60
20	cu. yds.	Filler	0.40	8.00
20	yd. mi.	Hauling Filler	0.18	3.60
14	M-Gal.	Sprinkling	1.50	21.00
24	cu. yds.	1½" - ¾" Crushed Gravel in Stockpile	1.55	37.20
20	cu. yds.	¾" - ½" Crushed Gravel in Stockpile	1.55	31.00
16	cu. yds.	½" - ¼" Crushed Gravel in Stockpile	1.55	24.80
8	cu. yds.	¼" - 0" Crushed Gravel in Stockpile	1.55	12.40
				$ 389.60

Oil Mat Surface Treatment (Estimated Prices)

0.9	mile	Preparation of Base	$ 150.00	$ 135.00
68	cu. yds.	Placing Mineral Aggregate	1.25	85.00
70	yd. mi.	Hauling Mineral Aggregate	0.15	10.50
4	tons	No. 3 Road Oil in Place	28.00	112.00
3	tons	Emulsified or Cutback Asphalt	30.00	90.00
				$ 432.50

Subtotal	$ 822
10% Engr. & Cont.	82
Total	$ 904

Length	.092 mile
Cost per mile	$ 9,826

OUTSIDE CITY (STA. 0+57.7 TO 112+00)

Surfacing and Mineral Aggregates (Contract No. 1999)

3,900	cu. yds.	Base Materials in Surfacing	$ 1.48	$ 5,772.00
2,530	cu. yds.	Top Materials in Surfacing	1.48	3,744.40
630	cu. yds.	Filler	0.40	252.00
630	yd. mi.	Hauling Filler	0.18	113.40
486	M-Gal.	Sprinkling	1.50	729.00
796	cu. yds.	1½" - ¾" Crushed Gravel in Stockpile	1.55	1,233.80
680	cu. yds.	¾" - ⅜" Crushed Gravel in Stockpile	1.55	1,054.00
544	cu. yds.	⅜" - ¼" Crushed Gravel in Stockpile	1.55	843.20
262	cu. yds.	¼" - 0" Crushed Gravel in Stockpile	1.55	406.10
				$ 14,147.90

Oil Mat Surface Treatment (Estimated Prices)

3.11	miles	Preparation of Base	$ 150.00	$ 466.50
2,282	cu. yds.	Placing Mineral Aggregate	1.25	2,852.50
2,136	yd. mi.	Hauling Mineral Aggregate	0.15	320.40
136	tons	No. 3 Road Oil in Place	28.00	3,808.00
103	tons	Emulsified or Cutback Asphalt	30.00	3,090.00
				$ 10,537.40

Subtotal	$ 25,507
10% Engr. & Cont.	2,550
Total	$ 28,057

Length 3.112 miles
Cost per mile $ 9,015

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	FAS Funds Requested	State Funds
Work Within City	$ 904	$ 552	$ 352
Work Outside City	28,057	17,118	10,939
	$ 28,961	$ 17,670	$ 11,291

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 248, laws 1931
State Funds for Maintenance: Chap. 41, laws 1927; Chap. 248, laws 1931

#1999

RECEIVED
SEP 4 1937
FOR FILING

239-13

UNITED STATES FIDELITY AND GUARANTY COMPANY
PORTLAND OFFICE
1112 BEDELL BUILDING, PORTLAND, OREGON

GAYLORD B. ECKLES
Manager

RECEIVED
SEP 2 - 1937
OREGON
STATE HIGHWAY COMMISSION

September 1, 1937

Oregon State Highway Commission
Salem, Oregon

Re: Contract No. 1999

Gentlemen:

Under separate cover we are sending you four copies of a contract and executed bonds for Saxton, Looney and J. S. Risley for the construction of contract No. 1999, on the Little Butte Secondary Highway in Jackson County, Eagle Point-Baker Gulch Section.

Trusting you will find these in form to meet with your approval, I am

Yours very truly,

G B Eckles
Manager

GBE:LK

RECEIVED
AUG 14 1937
FOR FILING

239-B

August 13, 1937

Saxton & Looney and J. S. Risley,
324 Henry Building,
Portland, Oregon

Gentlemen:

The State Highway Commission awarded to you at its meeting yesterday the contract covering the surfacing and furnishing of crushed gravel, in stock pile, on the Eagle Point-Baker Gulch Section of Little Butte Secondary Highway in Jackson County. This award was based on your low bid of $17,017.50 submitted on that date. Contract forms will be sent to you in a few days for execution.

Yours very truly,

Secretary

MC

cc - S. H. Probert

K. D. Lytle

RECEIVED
SEP 7 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
1937
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE
REFER TO FILE No. 239-B

August 12, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Secondary Highway project FAS 239-B, the Eagle Point-Baker Gulch section of Little Butte secondary highway, to Saxton & Looney and J. S. Risley, Portland, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

C
O
P
Y

239-13

August 5, 1937

R. H. Baldock
State Highway Engr.
Salem, Oregon

ATTN: H. G. SMITH

Dear Sir:

Herewith two copies of each of Engineer's Estimates for Siuslaw Junction-Awbrey Section, grading and structures, Eagle Point-Baker Gulch Section, surfacing, and Bunker Hill Overcrossing.

Please ask the Bridge Department to check the pricing of items #21 to 26 inclusive on the Bunker Hill Overcrossing.

On page 19 of the proposal for the Bunker Hill Overcrossing under the heading "Materials" there are four paragraphs which possibly should be placed on page 20, following the paragraphs on "Preparation of Sub-Grade".

Very truly yours,

K. D. LYTLE
Division Engineer

By RW

Raymond Walsh
Office Engineer

cc. R. H. Baldock

RW:AP

RECEIVED
1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. 239-B

POST OFFICE BUILDING
PORTLAND, OREGON

July 28, 1937

RECEIVED
JUL 31 1937
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon FAS 239-B, the Eagle Point-Baker Gulch section of the Little Butte Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Chief of the Bureau.

Concurrence in award will be withheld pending approval of the project statement.

No reimbursement for stockpiled material will be made prior to execution of a project agreement for construction of the oil wearing surface.

The east terminus of the project is shown on the project statement as a point in Sec. 36, T 36 S, R 5 W, whereas it should be, according to the sketch map, Sec. 36, T 36 S, R 4 E, W.M. We have made the appropriate corrections before forwarding these papers.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

RECEIVED
SEP 7 1937
FOR FILING
231-B

July 26, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Eagle Point-Baker Gulch Section, Project No. FAS 239-B.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 239-B

EAGLE POINT-BAKER GULCH SECTION OF THE LITTLE BUTTE HIGHWAY IN JACKSON COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreements)

Salem, Oregon, July 26, 1937

Within City of Eagle Point (Sta. 79+42.7 to [illegible] = 0+00 to 0+57.71

100	cu. yds.	Base Materials in Surfacing	$ 1.40	$ 140.00
70	cu. yds.	Top Materials in Surfacing	1.50	105.00
20	cu. yds.	Filler	0.40	8.00
20	yd. mi.	Hauling Filler	0.20	4.00
14	M.Gal.	Sprinkling	1.50	21.00
24	cu. yds.	1½" - ¾" Crushed Gravel in Stock-pile	1.30	31.20
20	cu. yds.	¾" - ½" Crushed Gravel in Stock-pile	1.30	26.00
16	cu. yds.	½" - ¼" Crushed Gravel in Stock-pile	1.30	20.80
8	cu. yds.	¼" - 0" Crushed Gravel in Stock-pile	1.30	10.40
				$ 366.40

Oil Mat Surface Treatment

0.9	mile	Preparation of Base	$ 150.00	$ 135.00
68	cu. yds.	Placing Mineral Aggregate	1.25	85.00
70	yd. mi.	Hauling Mineral Aggregate	0.15	10.50
4	tons	No. 3 Road Oil in Place	28.00	112.00
3	tons	Emulsified or Cutback Asphalt	30.00	90.00
				$ 432.50

Subtotal	$ 798
10% Engr. & Cont.	79
Total	$ 877

Length	.092 mile
Cost per mile	$ 9,532

Outside City (Sta. 0+57.7 to 112+00)

3,900	cu. yds.	Base Materials in Surfacing	$ 1.40	$ 5,460.00
2,530	cu. yds.	Top Materials in Surfacing	1.50	3,795.00
630	cu. yds.	Filler	0.40	252.00
630	yd. mi.	Hauling Filler	0.20	126.00
486	M-Gal.	Sprinkling	1.50	729.00
796	cu. yds.	1½" - ¾" Crushed Gravel in Stockpile	1.30	1,034.80
680	cu. yds.	¾" - ½" Crushed Gravel in Stockpile	1.30	884.00
544	cu. yds.	½" - ¼" Crushed Gravel in Stockpile	1.30	707.20
262	cu. yds.	¼" - 0" Crushed Gravel in Stockpile	1.30	340.60
				$ 13,328.60

Oil Mat Surface Treatment

3.11	miles	Preparation of Base	$ 150.00	$ 466.50
2,282	cu. yds.	Placing Mineral Aggregate	1.25	2,852.50
2,136	yd. mi.	Hauling Mineral Aggregate	0.15	320.40
136	tons	No. 3 Road Oil in Place	28.00	3,808.00
103	tons	Emulsified or Cutback Asphalt	30.00	3,090.00
				$ 10,537.40

Subtotal	$ 23,866
10% Engr. & Cont.	2,386
Total	$ 26,252

Length	3.112 miles
Cost per mile	$ 8,435

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	FAS Funds Requested	State Funds
Work Within City	$ 877	$ 535	$ 342
Work Outside City	26,252	16,015	10,237
	$ 27,129	$ 16,550	$ 10,579

FORM S.A-1 10-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

W. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE REFER TO FILE NO.

239 B

July 20th, 1937

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

I am sending you herewith revised specifications covering the surfacing of 3.21 miles on the Little Butte Creek Secondary Highway.

This job provides for the resurfacing of 1.0 mile more than the previous job submitted, eliminates the oiling which could not be done this year and provides for the stockpiling of sufficient rock to provide for an O-11 specification. In addition to the stockpiling of the oil rock, I provided for an additional 1070 cubic yards for future maintenance.

The estimate of the surfacing rock and that required for the O-11 oiling is $15,200 and the balance of the cost represents the cost of the maintenance material.

I figured on oiling the road by contract or state forces next year.

I have specified rock for the heavier oiling in this specification as I learned last week that they are starting to log over this road and I feared the O-9 job, originally specified, would not be heavy enough to withstand this traffic.

I asked Gall to make up a description of the gravel site at station 168 and submit other data required.

There is included herewith the following records:

1 Sketch map of highway
1 400' print, station 0+00 to 211
1 Sheet cross sections of road
1 Blue print of profile, station 0+00 - 75+00
1 " " " " 75+00 - 196+00
2 Copies Special Provisions, estimates, etc.

Very truly yours,

K.D.L.
K. D. LYTLE
Division Engineer

cc. R. H. Baldock

KDL:AF

FORM HA-1 [illegible] 5-37
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

239 13

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

X

RECEIVED
JUL 1937
FOR FILING

OREGON STATE HIGHWAY COMMISSION

SALEM

July 8th, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. E. D. Lytle
Division Engineer
State Highway Dept.
Roseburg, Oregon

Dear Sir:

As requested, we are returning the data sent in with the Special Provisions for the surfacing and oiling of the Eagle Point-Brownsboro Section of the Little Butte Secondary Highway as follows:

1 Roll hard copy typical sections
1 Blue Print Profile, Station 0 to 75
1 " " " " 75 to 196
1 White Print 400-ft. to the inch map
1 White Print 1 mile to the inch sketch map

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

Dictated by
C. E. Low
R

cc to: R. H. Baldock

NOTED
State Highway Engineer

FORM 2-A-1 10M 10-30

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

237

RECEIVED
JUL 13 1937
FOR FILING

July 7th, 1937

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

Will you please return to me at your convenience the maps and other data I sent in with the special provisions for the surfacing and oiling of the Eagle Point Brownsboro Section of the Little Butte Secondary Highway as I desire to re-write these specifications and all of the data was sent to your office.

Very truly yours,

K. D. LYTLE
Division Engineer

cc. R. H. Baldock ✓

KDL:AF

NOTED
State Highway Engineer

RECEIVED
SEP 7 1937
~~FOR FILING~~
239-13

June 19, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Eagle Point-Phillips Ranch Section, Project No. FAS 239-B.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/HR

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 239-B

EAGLE POINT-PHILLIPS RANCH SECTION
OF THE LITTLE BUTTE HIGHWAY IN JACKSON COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, June 19, 1937

Within City of Eagle Point (Sta. 55+42.7 to 59+70.0 = 0+00 to 0+57.7)

100	cu. yds.	Base Materials in Surfacing	$ 1.40	$ 140.00
70	cu. yds.	Top Materials in Surfacing	1.50	105.00
20	cu. yds.	Filler	0.40	8.00
20	yd. mi.	Hauling Filler	0.20	4.00
14	M-Gal.	Sprinkling	1.50	21.00
.09	mile	Preparation of Base	150.00	13.50
40	cu. yds.	Mineral Aggregate in Place	3.00	120.00
2	tons	No. 3 Road Oil in Place	28.00	56.00
2	tons	Emulsified or Cutback Asphalt in Place	30.00	60.00
			Subtotal	$ 527
			10% Engr. & Cont.	52
			Total	$ 579

Length .092 mile
Cost per mile $ 6,295

Outside City (Sta. 0+57.7 to 112+00)

2,600	cu. yds.	Base Materials in Surfacing	$ 1.40	$ 3,640.00
1,630	cu. yds.	Top Materials in Surfacing	1.50	2,445.00
430	cu. yds.	Filler	0.40	172.00
430	yd. mi.	Hauling Filler	0.20	86.00
316	M-Gal.	Sprinkling	1.50	474.00
2.11	miles	Preparation of Base	150.00	316.50
1,030	cu. yds.	Mineral Aggregate in Place	3.00	3,090.00
43	tons	No. 3 Road Oil in Place	28.00	1,204.00
58	tons	Emulsified or Cutback Asphalt in Place	30.00	1,740.00
			Subtotal	$ 13,167
			10% Engr. & Cont.	1,316
			Total	$ 14,483

STATE [illegible]

PROJECT NO. [illegible]

PROJECT STATEMENT

Length 2.109 miles

Cost per mile $ 6,867

AS REQUIRED BY

FEDERAL AID ROAD ACT

SUMMARY OF FUNDS REQUESTED

Item	**Total Cost**	**FAS Funds Requested**	**State Funds**
Within City of Eagle Point	$ 579	$ 353	$ 226
Outside City	14,483	8,837	5,646
	$ 15,062	$ 9,190	$ 5,872

, 1937

[illegible] to the provisions of the Act of Congress [illegible] to provide that the United States shall aid the States in the construction [illegible] Rules and Regulations of the Secretary [illegible] State Highway [illegible] constituting the State Highway Department of said State, this project [illegible] Acts and said Rules and [illegible] of Agriculture [illegible]

STATE Oregon

PROJECT NO. F.A.S. 239
(Not to be filled in)

Form PR. 1
BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF AGRICULTURE

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

Approved July 11, 1916, and acts amendatory thereof and supplementary thereto

(Date) June 8, 1937

The Secretary of Agriculture,
Washington, D. C.

SIR: The State of Oregon, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended and supplemented, and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission, constituting the State Highway Department of said State, this project statement for the road herein described, which it is proposed to construct under the provisions of said Acts and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Acts.

1. Local name of road Eagle Point-Klamath County Line Section, Little Butte Highway
2. Between ~~control points or official description~~: a connection with Crater Lake Highway near Eagle Point in Sec. 3, T. 36 S., R. 1 W. and a point on Klamath County Line in Sec. 36, T. 36 S., R. 3 W.
3. Between intermediate control points if used: and

County of Jackson

4. Length in miles (gross) 31.8 (net) 31.8
5. Preliminary estimate of cost: Total, $; section of road to be ~~first~~ next improved, $, of which $ is the estimated cost of "bridges" of more than 20 feet clear span.
6. Amount of funds which {are / will be} available for construction of section of road to be first improved: (a) State: (Amount.)

Current Income: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 243, laws 1931
(Source; refer to statute.)

(b) County
(Amount.) (Source; refer to statute.)

8—6073

STATE Oregon
PROJECT NO. F.A.S. 239
(Not to be filled in)

Form PR. 1
BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF AGRICULTURE

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

Approved July 11, 1916, and acts amendatory thereof and supplementary thereto

(Date) June 8, 1937

The Secretary of Agriculture,
Washington, D. C.

SIR: The State of Oregon, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended and supplemented, and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission, constituting the State Highway Department of said State, this project statement for the road herein described, which it is proposed to construct under the provisions of said Acts and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Acts.

1. Local name of road Eagle Point-Klamath County Line Section, Little Butte Highway
2. Between ~~control points or official description~~: a connection with Crater Lake Highway near Eagle Point in Sec. 3, T. 36 S., R. 1 W. and a point on Klamath County Line in Sec. 36, T. 36 S., R. 3 W.
3. Between intermediate control points if used: and

County of Jackson

4. Length in miles (gross) 31.8 (net) 31.8
5. Preliminary estimate of cost: Total, $; section of road to be ~~first~~ next improved, $,

of which $ is the estimated cost of "bridges" of more than 20 feet clear span.

6. Amount of funds which {are / will be} available for construction of section of road to be first improved: (*a*) State: (Amount.)

Current Income: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 243, Laws 1931
(Source; refer to statute.)

(*b*) County (Amount.) (Source; refer to statute.)

8—4073

7. Funds for maintenance to be provided by State, from the following
(State or (and) county.)

sources: Current Income Chap. 41, laws 1927; Chap. 248, laws 1931
(Refer to statute.)

8. Official, officials, or depository authorized by State law to receive public funds of the State and designated by the State Highway Department to receive Federal funds for this project: Treasurer of the State of Oregon

9. Names of State and Federal Engineers making Route Report, and full title of report accompanying this Project Statement:

10. Places on the project having a population of 2,500 or more as shown by the latest Federal census:

11. Additional remarks:

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct, and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department.)

By

As Chairman
(Title of officer.)

By

As Commissioner
(Title of officer.)

By

As Commissioner
(Title of officer.)

Bureau of Public Roads
U. S. Dept. of Agr.

State Oregon

Project No. F.A.S. 239

CERTIFICATE

That the road embraced in project statements will become a part of the designated system or group of secondary or feeder roads and is not a potential addition to the Federal-aid highway system within a reasonable interval.

(Date) June 8, 1937

THE SECRETARY OF AGRICULTURE
Washington, D. C.

Sir:

Certification is hereby made that, by every reasonable prospect, the road for which this project statement is submitted will be a part of the system or group of secondary or feeder roads to be selected under the provisions of Section 4 of the Rules and Regulations approved February 9, 1937, and that it is not a potential addition to the Federal-aid system within a reasonable interval.

OREGON STATE HIGHWAY COMMISSION

I concur.

By____________________
As Chairman

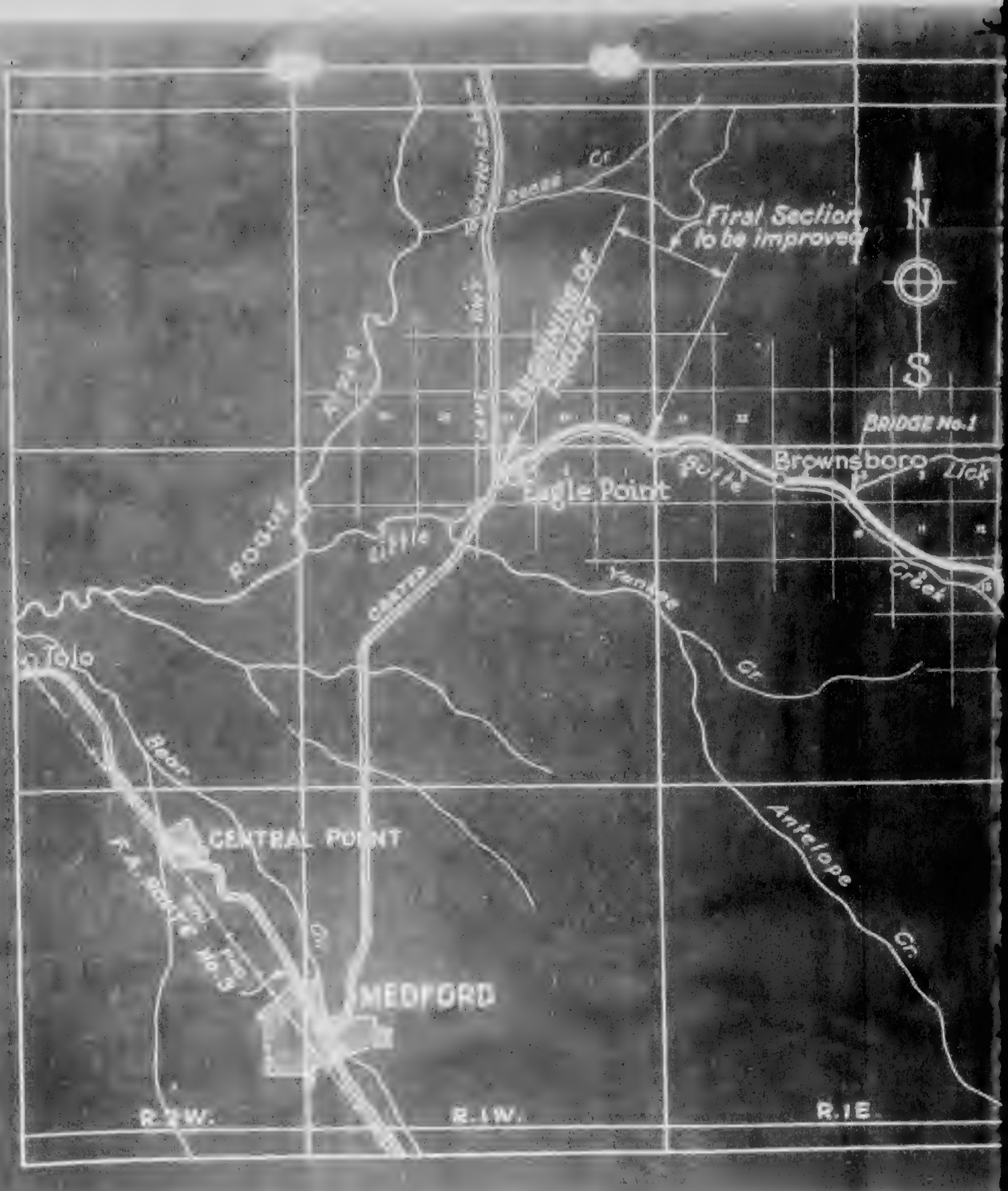
____
District Engineer, B. P. R.

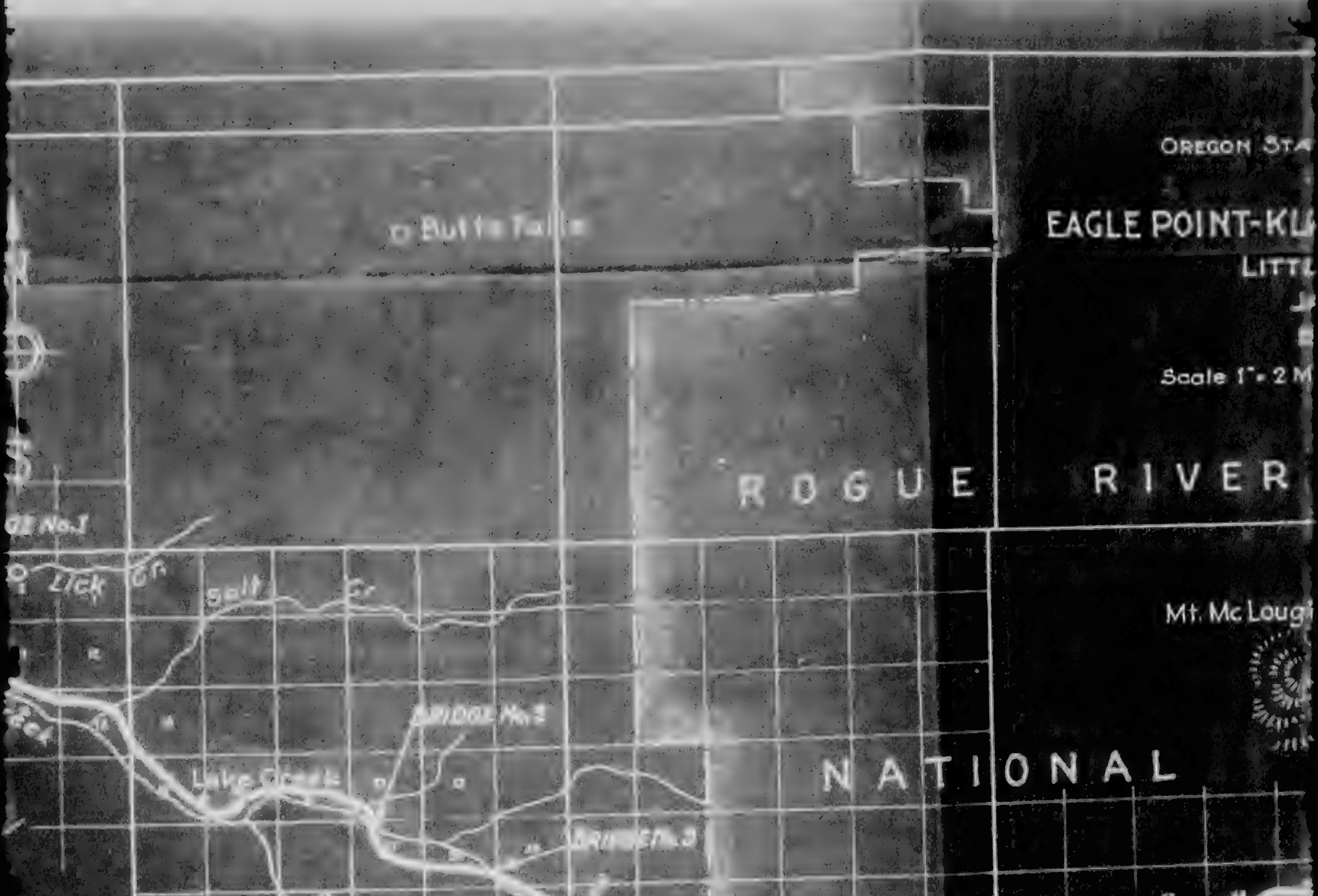
By____________________
As Commissioner

(Date)____________________

By____________________
As Commissioner

(NOTE: This certificate should be executed in the same manner as now provided in State law for the execution of project agreements).


Reese Cr.
Final Section to be improved
N
S
Beginning of Project
BRIDGE No.1
Brownsboro
Lick
Butte
Eagle Point
Creek
Little
Rogue
Yankee Cr.
Tolo
Bear
CENTRAL POINT
F.A. Route No. 9
Cr.
MEDFORD
Antelope Cr.
R.2W.
R.1W.
R.1E


OREGON STA
EAGLE POINT-KL
LITT
Scale 1" = 2 M
Butte Falls
ROGUE RIVER
NATIONAL
FOREST
Mt. McLoug
GE No.1
Lick Cr.
Salt Cr.
BRIDGE No.2
Lake Creek
BRIDGE No.3
South Fork
Little
Butte
Cr.
McAllister,
Soda Springs
Forest Boundary
Project No. NRS-239
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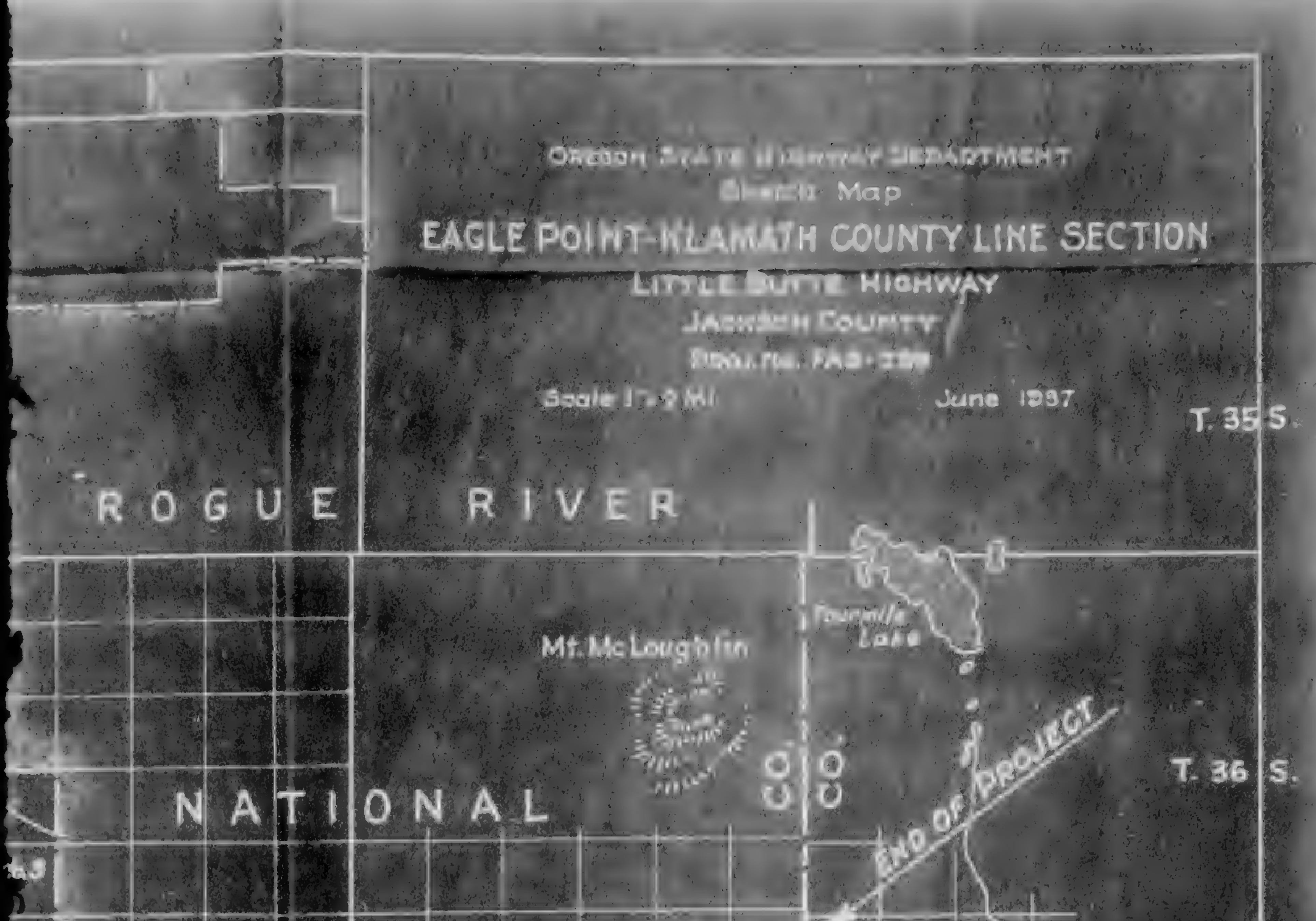

OREGON STATE HIGHWAY DEPARTMENT
Sketch Map
EAGLE POINT-KLAMATH COUNTY LINE SECTION
LITTLE BUTTE HIGHWAY
JACKSON COUNTY
Proj. No. FAS-239
Scale 1" = 2 Mi.
June 1937

FORM 2-A-1 [illegible] 3-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE No.

239 B

RECEIVED
JUN 7 1937
FOR FILING

June 3rd, 1937

Mr. R. H. Lytle
Division Engineer
State Highway Dept.
Roseburg, Oregon

NOTED
State Highway Engineer

Dear Sir:

In working up the plans for surfacing and oiling of the Rogue River Loop Section and the Eagle Point-Brownsboro Section, it will be necessary to have profile and map. We would appreciate, if possible, having a 100-ft. map as it will make it easier in working up the Federal Aid Sheets.

It will be necessary to have the length, width and kind of all drainage structures and culverts. Also, type of present surfacing, with the width and thickness.

We do not have very much time to work up the plans, and it would be appreciated if these could be submitted at your earliest convenience.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

Dictated by
Chas. E. Lee
R

cc to: R. H. Baldock ✓

CONTRACT #2000

FA 262-C Siuslaw Jct.-Awbrey Sec., 1937
Pacific Hwy.
2000

RECEIVED
NOV 14 1938
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

Stencil No. 8.

IN YOUR REPLY PLEASE
REFER TO FILE No.______

POST OFFICE BUILDING
PORTLAND, OREGON

November 9, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon F.A.P. 262-C, Siuslaw Junction-Awbrey section ______________, was made by a representative of this office on October 26, 1938.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

#2000

RECEIVED
OCT 10 1938
FOR FILING
262-C

September 30, 1938

Fidelity & Deposit Company of Maryland,
R. E. Pinney, Agent,
Failing Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2000, Siuslaw Junction-Aubrey Section of the Pacific Highway in Lane County, has been completed by the contractors, Edlefsen-Weygandt Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after October 20, 1938.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $61,859.54, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

Appr. 32439

Section C,
Oregon Federal Aid Project No. 262. C

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on October 22, 1937, by the Oregon State Highway Commission, and on November 13, 1937, by the Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Section C of Oregon Federal Aid Project No. 262; and

WHEREAS, the said State Highway Commission has requested approval of a revision of the plans, specifications and estimate approved for said Section C to provide for constructing a Portland cement concrete pavement over the entire length of roadway; and by reason thereof has requested that the estimate of cost approved for said Section C be increased from $73,152.00 to $183,274.00, and that the Federal funds approved and set aside to the credit of said Section C be increased from $44,190.00 to $111,480.00;

NOW, THEREFORE, It is hereby mutually agreed by and between the said State Highway Commission and the Secretary of Agriculture that the plans, specifications and estimate approved for said Section C be revised in the manner above indicated, and that the said project agreement be amended as follows:

The third "Whereas" paragraph shall read;

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimate and the sum of one hundred eleven thousand, four hundred eighty and no/100 dollars ($111,480.00) as the share of the United States payable under said act on account of said Section C, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof;"

Flon

Article IV shall read:

> "Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of said Section C shall not in any event exceed the sum of one hundred eleven thousand, four hundred eighty and no/100 dollars ($111,480.00) certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one hundred eighty-three thousand, two hundred seventy-four and no/100 dollars ($183,274.00), the approved total estimated cost of said Section C."

Except as herein specifically modified, the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the Oregon State Highway Commission on the 27th day of August, 1938, and the Secretary of Agriculture on the ______ day of SEP 20 '38, 1938.

OREGON STATE HIGHWAY COMMISSION

By ______________________
Chairman, State Highway Commission

By E B Aldrich
Member, State Highway Commission

By F L TouVelle
Member, State Highway Commission

SECRETARY OF AGRICULTURE,

By W J O'Leary
Acting Chief, Bureau of Public Roads.

Section C,
Oregon Federal Aid Project No. 262.

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid ~~P~~roject No. 262-C State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $ 183,274.00 in lieu of the $44,190 approved by Cert. of Nov. 13, 1937 as the total estimated cost of said project, and the sum of $ 111,480.00/ as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of SEP 20 38

one thousand nine hundred and ______

SECRETARY OF AGRICULTURE,

By ______
Acting Chief, Bureau of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE 8—[illegible]

RECEIVED
SEP 17 1938
FOR FILING
262-C

#2000

September 17, 1938

Fidelity & Deposit Company of Maryland,
R. E. Pinney, Agent,
Failing Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Edlefsen-Weygandt Company on Contract No. 2000, Siuslaw Junction-Awbrey Section of the Pacific Highway in Lane County. This payment will be made on or after September 27, 1938.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

Form [illegible]

262C

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 10, 1938

Section Siuslaw Junction-Awbrey

Kind of work Grading

Highway Pacific

Section prefix 20-1022

Contractor Edlefsen-Weygandt Company

Contract number 2000

Date of contract August 12, 1937

Date of completion March 31, 1938

Date work started Augus t 17, 1937

Estimated date of completion , 193

Amount of contract $

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $ 63,220.19

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 5,773.88, 8 %

Date project was completed July 6, 1938

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi-final estimate and data for this project forwarded to Division office at Roseburg on Wednesday of this week.

NOTED
H. N. HACKETT

Signed E. E. Res. Eng'r

Address Box 513, Eugene, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
		Topping	Top Soil		
Miles in project	4.52				
Miles partially completed					
Miles completed	4.52				
Total estimated quantities					
Estimated quantities moved or placed to date	98,940.9 c.y.	48,116.5 c.y.	5,,425 c.y.		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

Form [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

#7000
R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
SEP 1[illegible] 1938
FOR FILING

262-C

September 10, 1938

Edlefsen-Weygandt Company,
P. O. Box 5628,
Portland, Oregon.

Gentlemen:

I thank you for your letter of the seventh advising that you have made satisfactory adjustment with Mr. Wood, who made claim for injury sustained in connection with your contract with the State for the construction of the Siuslaw Junction-Awbrey project in Linn County. Your prompt attention and satisfactory settlement of this matter is to be commended and I assure you is appreciated by the Highway Commission.

Yours very truly,

J. M. DEVERS

JMD:FW

cc H. B. Glaisyer

Herbert S. Wood,
Meadowview Station,
Junction City, Oregon.

NOTED
H. B. GLAISYER

RECEIVED
AUG 30 1938
FOR FILING
262-C

August 29, 1938

Mr. W. M. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed two signed copies of project agreement for the Siuslaw Junction-Awbrey Section, Project No. FA 262-C.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer.

Dict. by J. W. Nash/MK

Encl.

RECEIVED
AUG 19 1938
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

(Stencil #28)

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon F.A.P. 262-C
Siuslaw Junction-Awbrey section
Pacific Highway

262-C

August 17, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

RECEIVED
AUG 1[illegible] 1938
OREGON
STATE HIGHWAY COMMISSION

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Highway Engineer

Tom

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
AUG 16 1938
FOR FILING
262-C

August 15, 1938

NOTED
Asst. State Highway Engineer

R. H. Baldock
State Highway Engineer
Salem, Ore.

Attention: H. G. Smith

Dear Sir:

Reference is made to your letter of August 11th relative to the complaint made by Herbert G. Wood of Meadowview Station concerning the water pumped on his land. The loss of grain, if there was any, was occasioned by the contractors, Eilefsen and Weygandt, pumping water from the borrow pit. This matter is one that should be settled between the contractor and the property owner.

In connection with this same place, Mr. Wood had made some complaint relative to a ditch which we cleaned out during construction of the work and Mr. Umphlette was to run levels and find out what could be done in regard thereto. Since this work had been done, I had intended to get together with Mr. Wood, who is the renter, Mr. Hoestic, who has charge of the place for the owner, and Mr. Weygandt so that the whole matter could be settled at one time.

I went to see Mr. Wood one day but he was not there. However, we did contact Mr. Hoestic and that was the arrangement we made with him at that time.

On account of the paving work, I presume Mr. Umphlette has not had time to run levels.

Very truly yours,

K. D. LYTLE
Division Engineer

KDL:G

cc: Baldock
Devers
Umphlette

10M 5-33

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

RECEIVED
AUG 12 1938
FOR FILING

7A 190-3

August 11, 1938.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. K.D. Lytle,
Division Engineer,
Roseburg, Ore.

Dear Sir:

We are in receipt of another letter from Mr. Herbert S. Wood of Meadowview Station, concerning the water pumped on his land before July 1st.

Will you kindly advise immediately whether this is a responsibility of the contractor Harold Blake or whether the Highway Department is in any way involved.

Mr. Wood's letter is attached which indicates the loss was caused by the pumping which seems to indicate that it was the responsibility of Mr. Blake.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H
CC to
R.H.Baldock

NOTED
C. B. McCullough

RECEIVED
JUN 23 1938
FOR FILING
212-C

June 22, 1938

EDLEFSEN-WEYGANDT COMPANY
P. O. Box 5626
Portland, Oregon

Gentlemen:

At the meeting of the Oregon State Highway Commission held on May 12, 1938, the following action was taken on your request for extension of time:

> "The Commission considered the request of Edlefsen-Weygandt Company for an extension of time from March 31 to July 15, 1938, within which to complete their contract with the Commission for the grading of the Siuslaw Junction-Awbrey Section of the Pacific Highway, in Lane County, State Highway Contract No. 2000. They alleged that they were unable to complete the project within the specified time limit because of high-water conditions during the winter season. The Engineer advised that the reason given by the contractors for failure to complete the project within the specified time limit is correct. He recommended, in view of the fact that the delay was beyond control of the contractor, that the extension now requested be granted without penalty, notwithstanding that the state has incurred some additional engineering expense in connection therewith. A letter was presented from W. H. Lynch, District Engineer, Bureau of Public Roads, concurring in such recommendation. The Commission approved the recommendation by unanimous vote."

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

cc - K. D. Lytle

RECEIVED
JUN 10 1938
FOR FILING

262-C

June 9, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the Siuslaw Junction-Awbrey Section, F. A. Project No. 262-C.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department Federal Aid Project No. 262-C

SIUSLAW JUNCTION-AUBREY SECTION
OF THE PACIFIC HIGHWAY IN LANE COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 2, 1938

Grading and Topping (Contract No. 2000)

All Required		Clearing and Grubbing		$ 350.00
700	cu. yds.	Trench Excavation	$ 0.80	560.00
69,000	cu. yds.	Excavation, Single Classif.	0.18	12,420.00
35,500	cu. yds.	Special Borrow	0.20	7,100.00
37,000	yd. sta.	Overhaul	0.02	740.00
24,000	yd. mi.	Truck Haul	0.12	2,880.00
4.52	miles	Finishing Roadbed and Slopes	200.00	904.00
100	lin. ft.	12" Concrete Pipe	1.20	120.00
410	lin. ft.	18" Concrete Pipe	2.30	943.00
1,000	lin. ft.	24" Concrete Pipe	3.00	3,000.00
250	lin. ft.	36" Concrete Pipe	5.90	1,475.00
53,000	cu. yds.	Selected Roadbed Topping	0.35	18,550.00
2,500	cu. yds.	Filler	0.40	1,000.00
2,500	yd. mi.	Hauling Filler	0.12	300.00
				$ 50,342.00

Paving (Contract No. 2065)

300	cu. yds.	Gravel Base	$ 0.50	$ 150.00
4.52	miles	Shaping and Compacting Base	50.00	226.00
5,200	cu. yds.	¾" - 0" Material in Shoulders and Surfacing	1.00	5,200.00
2,200	cu. yds.	¾" - 0" Material in Cushion Course	1.00	2,200.00
1,150	cu. yds.	¾" - 0" Material in Cushion Course	1.00	1,150.00
550	cu. yds.	Filler	0.30	165.00
500	yd. mi.	Hauling Filler	0.10	50.00
500	M-gal.	Sprinkling	1.00	500.00
58,700	sq. yds.	Portland Cement Concrete Pavement	1.44	84,528.00
6,100	lin. ft.	Expansion Joints	0.12	732.00
29,100	lin. ft.	Contraction Joints	0.02	582.00
29,800	only	Dowels	0.11	3,278.00
30,000	lbs.	Tie Bars and Reinforcement	0.045	1,350.00
				$ 100,111.00
		Subtotal		$ 150,453
		10% Engr. & Cont.		15,045
		Total		$ 165,498

Length	4.607 miles
Cost per mile	$ 35,923

Roadside Improvement (Contract No. [illegible])

10,000	cu. yds.	Placing Top Soil Cover	$ 0.40	$ 4,000.00
			Subtotal	$ 4,000
			10% Engr. & Cont.	400
			Total	$ 4,400

Length	4.607 miles
Cost per mile	$ 955

Structures (Contract No. 2009)

Bridge No. 2399 (Sta. 145)

92	cu. yds.	Class "D" Concrete	$ 20.00	$ 1,840.00
19,000	lbs.	Metal Reinforcement	0.05	950.00
21	M-FBM	Treated Lumber	90.00	1,890.00
250	lin. ft.	Concrete Handrail	4.00	1,000.00
42	only	Driving Piling	7.00	294.00
				$ 5,974.00

Bridge No. 2408 (Sta. 321+50)

86	cu. yds.	Class "D" Concrete	$ 20.00	$ 1,720.00
17,000	lbs.	Metal Reinforcement	0.05	850.00
20	M-FBM	Treated Lumber	90.00	1,800.00
230	lin. ft.	Concrete Handrail	4.00	920.00
36	only	Driving Piling	7.00	252.00
				$ 5,542.00

Subtotal	$ 11,516
10% Engr. & Cont.	1,151
Total	$ 12,667

Length	0.041 mile

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Roadway	$ 165,498	$ 101,069	$ 64,429
Roadside Improvement	4,400	2,684	1,716
Bridges	12,667	7,727	4,940
	$ 182,565	$ 111,480	$ 71,085

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

NON-PARTICIPATING ITEMS

Piling for Bridge (Unused piling furnished under Contract No. 1812)

1,300	lin. ft.	Treated Timber Piling	$ 0.546	$ 709.80

#2000

RECEIVED
MAY 19 1938
FOR FILING

262-C

May 14, 1938

General Petroleum Corporation,
813 S. W. Alder St.,
Portland, Oregon.

Attention: R. L. Butler.

Gentlemen:

Reference is made to your letter of May 13th concerning Edlefsen-Weygandt Company contract No. 2000, Siuslaw Junction-Aubrey Section in Lane County.

You are advised that the original date of completion of this contract was March 31, 1938. However, due to weather conditions it was necessary to extend the time limit to July 15, 1938.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

GENERAL PETROLEUM CORPORATION
OF CALIFORNIA
A SOCONY - VACUUM COMPANY
813 S. W. ALDER STREET
PORTLAND, OREGON

SOCONY-VACUUM
OREGON
SALES DIVISION

GARGOYLE
LUBRICANTS

RECEIVED
1938

May 13, 1938

Jim
[illegible]

State Highway Commission
Salem, Oregon

Edlefsen-Weygandt Co.
Portland, Oregon
Contract No. 2000

Gentlemen:

On August 25 you advised us that the above contract would be completed March 31, 1938. However, our Eugene Branch has been making deliveries on this account since that date and we shall appreciate your informing us as to whether or not the date of completion has been extended. If so, please give us the revised date.

A self-addressed envelope is enclosed for your convenience.

Very truly yours,

CHAS. A. CRONN
Division Credit Manager

By R. L. Butler

RLB:GGT

FORM 3031

FORM 2-A-4 1M 11-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

May 11th, 1938

262-E

Edlefsen-Weygandt Co.
P. O. Box 5626
Portland, Oregon

NOTED
State Highway Engineer

Dear Sirs:

Reference is made to your request for an extension of time to July 15th, on your Contract No. 2000, Siuslaw Junction-Awbrey Section of the Pacific Highway in Lane County.

This extension is being recommended to the Commission for approval, but I wish to call your attention to the necessity for completing on the new time limit of July 15th. During a recent inspection of the project, it was noted that very little work was being done, and every attention should be given to prosecuting the work to the utmost whenever weather conditions permit.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

262 C

WESTERN UNION

1938 APR 27 AM 9 39

PRH6 26 GOVT-PORTLAND ORG 27 915A

R H BALDOCK-
STATE HIGHWAY ENGINEER

-RE MCCULLOUGHS APRIL 16 LETTER EXPERIMENTAL CONCRETE PAVEMENT SECTIONS OREGON 262-A AND C DISAPPROVED ON GROUNDS THAT SUCH EXPERIMENTATION SHOULD BE DONE WITH STATE FUNDS-

LYNCH

RECEIVED
MAY 13 1938

262-e

April 20th, 1938

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
Portland, Oregon

Dear Sir:

An extension of time is requested by Edlefsen-Weygandt Co. on their Contract No. 2000, Siuslaw Junction-Ambrey Section of the Pacific Highway, F.A.P. 262-C, until July 15th.

The contractor was compelled to shut down in November by the orders of the Division Engineer in order to conserve the topping which would have been wasted in the muddy subgrade. The contractor was willing to proceed with the work, but it was felt that a satisfactory job would not be obtained during the rainy season.

Your concurrence is requested without penalty.

Very truly yours,

State Highway Engineer

R

Very truly yours,

RECEIVED
JUN 19 1938
FOR FILING
262-C

STATE HIGHWAY COMMISSION

April 19, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

In accord with the request contained in your letter of April 16, 1938, we are sending, under separate cover, four copies of drawing number 2037 showing paving details for concrete pavement to be constructed on Project No. F. A. 262-C.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

Very truly yours,

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

OREGON STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
APR 8 1938
FOR FILING

RECEIVED
APR 8 - 1938
OREGON
STATE HIGHWAY COMMISSION

262-E

April 7, 1938

NOTED
State Highway Engineer

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

I asked Mr. Umphlette for an explanation for the reason of the high cost of fencing on the Siuslaw Junction Aubrey Section and he has handed me a report, copy of which I am attaching hereto.

The unit cost of the entire fencing will be approximately $1.28 per rod providing the work is done for the amount set up in the orders.

Very truly yours,

K. D. LYTLE
Division Engineer

cc. R. H. Baldock ✓

KDL:AF

COPY

Very truly yours,

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

Eugene, Oregon.
April 4, 1938

Mr. K. D. Lytle
Division Engineer
Roseburg, Oregon.

Dear Sir:

Reference is made to your letter and order for state force work requesting additional authorization of $175.00 to complete fencing under Prefix 20-1911, Account No. 935.

Please find listed below the cost of constructing 254 rods of fencing. The materials listed below were purchased for 434 rods, leaving 180 rods (labor) of fencing yet to construct:

__Engineering__			
December 1937	$23.88		(Sat. afternoon & Sun. included)
January 1938	8.07		(Locating & getting prices on posts & general supervision)
March 1938	16.13		
		$48.08	
Labor	175.10	175.10	
__Car Rental__			
December	2.20		
January	1.10		
		3.30	
__Truck Rental__			
19 days	20.90		
		20.90	
Equipment Rental	.70	.70	
Gas & Oil	10.41		
		10.41	
__Materials__			
Wire for fencing	92.53		
Posts	36.00		
		128.53	
		$387.02	

COPY

The men putting up the fence were somewhat handicaped on account of bad weather. They were not able to get the truck over the new grade at all times to transfer materials. After the posts were distributed along the grade, they had to be carried across the future construction section and borrow ditch to the line of right of way. It was also found that it takes longer to construct a barb wire fence (5 wieres) than to construct a woven wire fence for the same distance.

Very truly yours,
E. Umphlette

RECEIVED
JUN 10 1938
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
District No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO. 262-C

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
APR 8 1938
OREGON
STATE HIGHWAY COMMISSION

April 6, 1938.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P.S.& E. documents for the modification of Oregon Federal Aid Project No. 262-C, the Siuslaw Junction-Awbrey Section of the Pacific Highway, are today being recommended for approval, subject to final review and approval by the Chief of the Bureau. This is your authority for advertising.

It is requested that the non-participating item for "Piling for Bridges" be shown on the project agreement estimate. We have added it to the preliminary estimate before forwarding with the project papers.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

RECEIVED
JUN 10 1938
FOR FILING

262-C

April 1, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate to accompany plans and specifications for the Siuslaw Junction-Awbrey Section, Project No. FA 262-C.

Five bid proposals and five blueprint copies of plan sheets numbers 1 and 2 are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/GS

Encl.

Oregon State Highway Department　　　　Federal Aid Project No. 262-C

[illegible] JUNCTION-[illegible] SECTION
OF THE PACIFIC HIGHWAY IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as basis for modified agreement.)

Salem, Oregon, April 1, 1938

Grading and Topping (Contract No. 2000)

All Required		Clearing and Grubbing	$ - -	$ 350.00
700	cu. yds.	Trench Excavation	0.80	560.00
69,000	cu. yds.	Excavation, Single Classif.	0.18	12,420.00
35,500	cu. yds.	Special Borrow	0.20	7,100.00
37,000	yd. sta.	Overhaul	0.02	740.00
24,000	yd. mi.	Truck Haul	0.12	2,880.00
4.52	miles	Finishing Roadbed and Slopes	200.00	904.00
100	lin. ft.	12" Concrete Pipe	1.20	120.00
410	lin. ft.	18" Concrete Pipe	2.30	943.00
1,000	lin. ft.	24" Concrete Pipe	3.00	3,000.00
250	lin. ft.	36" Concrete Pipe	5.90	1,475.00
53,000	cu. yds.	Selected Roadbed Topping	0.35	18,550.00
2,500	cu. yds.	Filler	0.40	1,000.00
2,500	yd. mi.	Hauling Filler	0.12	300.00
				$ 50,342

Paving (Estimated Prices)

300	cu. yds.	Gravel Base	$ 0.50	$ 150.00
4.52	miles	Shaping and Compacting Base	150.00	678.00
5,200	cu. yds.	¾" - 0" Material in Shoulders and Surfacing	1.35	7,020.00
2,200	cu. yds.	¾" - 0" Material in Cushion Course	1.35	2,970.00
1,150	cu. yds.	½" - 0" Material in Cushion Course	1.35	1,552.50
550	cu. yds.	Filler	0.40	220.00
500	yd. mi.	Hauling Filler	0.16	80.00
58,700	sq. yd.	Portland Cement Concrete Pavement	1.50	88,050.00
6,100	lin. ft.	Expansion Joints	0.13	793.00
29,100	lin. ft.	Contraction Joints	0.02	582.00
29,800	only	Dowels	0.13	3,874.00
30,000	lbs.	Tie Bars and Reinforcement	0.05	1,500.00
500	M-Gal.	Sprinkling	1.00	500.00
				$107,969.50

Subtotal	$158,311
10% Engr. & Cont.	15,831
Total	$174,142

Length 4.607 miles
Cost per mile $ 37,799

Roadside Improvement (Contract No. [illegible])

10,000	cu. yds.	Placing Top Soil Cover	$0.40	$ 4,000.00

Subtotal	$ 4,000
10% Engr. & Cont.	400
Total	$ 4,400

Length 4.607 miles
Cost per mile $ 955

Structures (Contract No. [illegible])

Bridge No. 2399 (Sta. 145)

92	cu. yds.	Class "D" Concrete	$ 20.00	$ 1,840.00
19,000	lbs.	Metal Reinforcement	0.05	950.00
21	M-FBM	Treated Lumber	90.00	1,890.00
250	lin. ft.	Concrete Handrail	4.00	1,000.00
42	only	Driving Piling	7.00	294.00
				$ 5,974.00

Bridge No. 2408 (Sta. 321+50)

86	cu. yds.	Class "D" Concrete	$ 20.00	$ 1,720.00
17,000	lbs.	Metal Reinforcement	0.05	850.00
20	M-FBM	Treated Lumber	90.00	1,800.00
230	lin. ft.	Concrete Handrail	4.00	920.00
36	only	Driving Piling	7.00	252.00
				$ 5,542.00

Subtotal	$ 11,516
10% Engr. & Cont.	1,151
Total	$ 12,667

Length 0.041 mile

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Roadway	$ 174,142	$ 106,229	$ 67,913
Roadside Improvement	4,400	2,684	1,716
Bridges	12,667	7,727	4,940
	$ 191,209	$ 116,640	$ 74,569

#2000

Commissioners
HENRY F. CABELL, Chairman, Portland
E. B. ALDRICH, Pendleton
F. L. TOU VELLE, Jacksonville

H. B. GLAISYER, Secretary

R. H. BALDOCK
State Highway Engineer
Salem

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APR 4 1938
FOR FILING

OREGON STATE HIGHWAY COMMISSION

SALEM

RECEIVED
APR 2 - 1938
OREGON
STATE HIGHWAY COMMISSION

In Reply Please
Refer to File No.

April 1, 1938

262-C

NOTED
State Highway Engineer

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

Mr. Weygandt informs me that he will start work within the next week on the Siuslaw Junction-Aubrey Section and as soon as he starts hauling gravel we will have to put on rock checkers. If it meets with your approval, I would like to place McIrvin and Wood as checkers until the paving starts, at which time they will take over the work of paving inspection.

Very truly yours,

K. D. LYTLE
Division Engineer

cc. R. H. Baldock

KDL:AF

#2000

RECEIVED
APR. 5 1938
FOR FILING

262-e

March 31, 1938

Mr. E. B. Lytle,
Division Engineer,
Roseburg, Oregon.

Dear Sir:

Please find enclosed copy of a letter from Edlefsen-Weygandt Company, requesting an extension of time to July 15th on their contract No. 2000, Siuslaw Junction-Aubrey Section in Lane County.

Kindly advise of your recommendations so that the matter can be presented to the Highway Commission.

Very truly yours,

Secretary.

Dict. by J. McFarland.

FORM 8-A-1 10M 8-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

15 1938
STATE HIGHWAY COMMISSION

942-C

March 14, 1938

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

A couple of months ago Mr. Weygandt of Edlefsen-Weygandt asked permission to resume work on the Siuslaw-Aubrey Section of the Pacific Highway but the grade was so wet that I asked him to postpone starting work until the weather became more suitable. The grade was quite muddy and I was of the opinion that we would secure a much better job if the work was deferred. This delay, at my request, will probably necessitate an extension of time and I would recommend that you take this matter up with the Bureau of Public Roads at this time before the expiration date of the contract.

I have written Mr. Weygandt, asking him to resume work at once on this project.

Very truly yours,

K. D. LYTLE
Division Engineer

cc. R. H. Baldock ✓

KDL:AF

[illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
DEC 27 1937
FOR FILING

26 2-e

Dec. 24, 1937

NOTED
State Highway Engineer

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

I am submitting herewith for your consideration, Order For State Force Work on the Siuslaw Junction-Awbrey Section of the Pacific Highway—prefix 20-1911. This covers the construction of a fence which the right of way agent agreed to build.

Very truly yours,

K. D. LYTLE
Division Engineer

cc. R. H. Baldock
cc. E. E. Umphlette

KDL:AF

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
[illegible] 1937
OREGON
STATE HIGHWAY COMMISSION

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon F.A.P. 262-C
Siuslaw Junction-Awbrey section
Pacific Highway

262-C

November 26, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ______________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

Encls.

Fon

Aypr 32439

Form P. R. 2

State Oregon

Federal Aid Project No. 262-C

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1923

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 22nd day of October, 1937

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 5th day of November, 1935, a project statement, which was approved by the Secretary on the 16th day of November, 1935, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section C of said project which were recommended for approval by the United States District Engineer on the 26th day of July, 1937; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of forty-four thousand, one hundred ninety- and 00/100 dollars ($44,190.00) as the share of the United States payable under said act on account of Section C of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows: [illegible]

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State Chap. 175, laws 1917; Chap. 31, laws 1920 (Include date and citation of act of legislature by which authorized)

(*b*) From other sources (State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 95+35 at the south end of Section B of said project in the SW 1/4 of Section 8, T. 16 S., R. 4 W., W. M., and survey station 336+40 near the north line of Section 5, T. 17 S., R. 4 W., W. M., the north end of Section A of said project, including a 440' connection to F.A. Route #25, length 4.648 miles, in Lane County, being Section C of Oregon Federal Aid project No. 262, consisting of 4.607 miles of roadway and 2 bridges, each of more than 20 feet clear span, 0.041 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section 6 of said project shall not in any event exceed the sum of forty-four thousand, one hundred ninety- and 00/100 dollars ($44,190.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of seventy-three thousand, one hundred fifty-two and 00/100 dollars ($73,152.00), the approved total estimated cost of Section 6 of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, [illegible]~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, laws 1927
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 13th day of Nov., 1937

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry L Cabell

Chairman, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By F L Fouville

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

SECRETARY OF AGRICULTURE,

By W. J. O'Leary
Acting Chief, Bureau of Public Roads.

8—651

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Project No. 262-C, State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 73,152.00 as the total estimated cost of said project, and the sum of $ 44,190.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 13th day of November one thousand nine hundred and thirty-seven

Secretary of Agriculture,

By [illegible] O'Leary
Acting Chief, Bureau of Public Roads.

FORM 401 P. 4-36 10M

RECEIVED
OCT 19 1937

RECEIVED
OCT 18 1937
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

(Stencil #28)

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon F.A.P. 262-C
Siuslaw Jct.-Awbrey section
Pacific Highway

October 16, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Tom

FORM 401 P. 4-36 10M

2011

RECEIVED
OCT 14 1937
FOR FILING

262-C

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

RECEIVED
13 1937
OREGON
STATE HIGHWAY COMMISSION

ATWATER 9521

6TH FLOOR YEON BUILDING
Portland, Oregon
October 11, 1937

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

RE: EDLEFSEN-WEYGANDT COMPANY
Portland, Oregon

It is our understanding that Edlefsen-Weygandt Company have a contract for the construction of a bridge on the new Pacific Highway between Junction City and Eugene, Oregon.

Inasmuch as we anticipate furnishing petroleum products to this operation we shall greatly appreciate your completing the attached contractor questionnaire and return to this office in the enclosed business reply envelope.

Yours very truly,

UNION OIL COMPANY OF CALIFORNIA

DE Nichols

District Credit Supervisor

LH:B
Encl

FORM 5-A-1 5M 5-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

262-e

September 20th, 1937

Mr. K. D. Lytle
Division Engineer
State Highway Dept.
Roseburg, Oregon

NOTED
State Highway Engineer

Dear Sir:

Attached are two copies of sub-contract between the Edlefsen-Weygandt Company and Tom Lillebo for constructing bridges on the Siuslaw Junction-Ambrey Section of the Pacific Highway. This sub-contract meets with the approval of this office, and if it meets with your approval, please advise both parties.

One copy of the sub-contract has been retained for our files.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

Dictated by
Chas. E. Low
E

cc to: R. H. Baldock ✓

RECEIVED
SEP 20 1937

262-C

September 18, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of revised estimate as basis for project agreement for the Siuslaw Junction-Aubrey Section, Federal Aid Project No. 262-C.

This estimate has been revised to include the non-participating item of "Treated Timber Piling".

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/GS

Encl.

Oregon State Highway Department Federal Aid Project No. 262-C

[illegible] JUNCTION-ANLAUF SECTION

OF THE PACIFIC HIGHWAY IN LANE COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 16, 1937

Roadway

All Required		Clearing and Grubbing		$ 350.00
700	cu. yds.	Trench Excavation	$ 0.80	560.00
69,000	cu. yds.	Excavation, Single Classif.	0.18	12,420.00
35,500	cu. yds.	Special Borrow	0.20	7,100.00
37,000	yd. sta.	Overhaul	0.02	740.00
24,000	yd. mi.	Truck Haul	0.12	2,880.00
4.52	miles	Finishing Roadbed and Slopes	200.00	904.00
100	lin. ft.	12" Concrete Pipe	1.20	120.00
410	lin. ft.	18" Concrete Pipe	2.30	943.00
1,000	lin. ft.	24" Concrete Pipe	3.00	3,000.00
250	lin. ft.	36" Concrete Pipe	5.90	1,475.00
53,000	cu. yds.	Selected Roadbed Topping	0.35	18,550.00
2,500	cu. yds.	Filler	0.40	1,000.00
2,500	yd. mi.	Hauling Filler	0.12	300.00
			Subtotal	$ 50,342
			10% Engr. & Cont.	5,034
			Total	$ 55,376

Length 4.607 miles
Cost per mile $ 12,020

Roadside Improvement

10,000	cu. yds.	Placing Top Soil Cover	$ 0.40	$ 4,000.00
			Subtotal	$ 4,000
			10% Engr. & Cont.	400
			Total	$ 4,400

Length 4.607 miles
Cost per mile $ 955

Bridge No. 2399 (Sta. 145)

92	cu. yds.	Class "D" Concrete	$ 20.00	$ 1,840.00
19,000	lbs.	Metal Reinforcement	0.05	950.00
21	M-FBM	Treated Lumber	90.00	1,890.00
250	lin. ft.	Concrete Handrail	4.00	1,000.00
42	only	Driving Piling	7.00	294.00
				$ 5,974.00

Bridge No. 2408 (Sta. 321+50)

86	cu. yds.	Class "D" Concrete	$ 20.00	$ 1,720.00
17,000	lbs.	Metal Reinforcement	0.05	850.00
20	M-FBM	Treated Lumber	90.00	1,800.00
230	lin. ft.	Concrete Handrail	4.00	920.00
36	only	Driving Piling	7.00	252.00
				$ 5,542.00

Subtotal	$ 11,516
10% Engr. & Cont.	1,151
Total	$ 12,667

Length 0.041 mile

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Roadway	$ 55,376	$ 33,779	$ 21,597
Roadside Improvement	4,400	2,684	1,716
Bridges	12,667	7,727	4,940
	$ 72,443	$ 44,190	$ 28,253

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

NON-PARTICIPATING ITEMS

Piling for Bridges (Unused piling furnished under State Contract No. 1812)

1,300	lin. ft.	Treated Timber Piling	$ 0.546	$ 709.80

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
District No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
SEP 16 1937
OREGON
STATE HIGHWAY COMMISSION

September 15, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Receipt is acknowledged of project agreement estimate for Oregon F.A.P. 262-C, Siuslaw Junction-Awbrey section.

Reference is made to our letter of August 4th advising of the approval of the State furnished piling and requesting its inclusion in the estimate as a non-participating item.

Please submit an estimate for preparation of the project agreement revised to include the non-participating piling.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

100

Tlo

RECEIVED
SEP 7 1937
FOR FILING

262-C

September 3, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Siuslaw Junction-Aubrey Section, Federal Aid Project No. 262-C.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/GS

Encl.

Oregon State Highway Department **Federal Aid Project No. 262-B**

[illegible] JUNCTION-[illegible] SECTION
OF THE PACIFIC HIGHWAY IN LANE COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 25, 1937

Roadway

All Required		Clearing and Grubbing		$ 570.00
1,700	cu. yds.	Trench Excavation	$ 0.20	340.00
69,000	cu. yds.	Excavation, Single Classif.	0.18	12,420.00
35,500	cu. yds.	Special Borrow	0.20	7,100.00
37,000	yds. sta.	Overhaul	0.02	740.00
24,000	yd. mi.	Truck Haul	0.12	2,880.00
4.52	miles	Finishing Roadbed and Slopes	200.00	904.00
100	lin. ft.	12" Concrete Pipe	1.20	120.00
410	lin. ft.	18" Concrete Pipe	2.30	943.00
1,000	lin. ft.	24" Concrete Pipe	3.00	3,000.00
250	lin. ft.	36" Concrete Pipe	5.90	1,475.00
53,000	cu. yds.	Selected Roadbed Topping	0.35	18,550.00
2,500	cu. yds.	Filler	0.40	1,000.00
2,500	yd. mi.	Hauling Filler	0.12	300.00
			Subtotal	$ 50,342
			10% Engr. & Cont.	5,034
			Total	$ 55,376
		Length	4.607 miles	
		Cost per mile	$ 12,020	

Roadside Improvement

10,000	cu. yds.	Placing Top Soil Cover	$ 0.40	$ 4,000.00
			Subtotal	$ 4,000
			10% Engr. & Cont.	400
			Total	$ 4,400
		Length	4.607 miles	
		Cost per mile	$ 955	

Bridge No. 2389 (Sta. 145)

92	cu. yds.	Class "D" Concrete	$ 20.00	$ 1,840.00
19,000	lbs.	Metal Reinforcement	0.05	950.00
21	M-FBM	Treated Lumber	90.00	1,890.00
250	lin. ft.	Concrete Handrail	4.00	1,000.00
42	only	Driving Piling	7.00	294.00
				$ 5,974.00

Bridge No. 2408 (Sta. 321+50)

86	cu. yds.	Class "D" Concrete	$ 20.00	$ 1,720.00
17,000	lbs.	Metal Reinforcement	0.05	850.00
20	M-FBM	Treated Lumber	90.00	1,800.00
230	lin. ft.	Concrete Handrail	4.00	920.00
36	only	Driving Piling	7.00	252.00
				$ 5,542.00

Subtotal	$ 11,516
10% Engr. & Cont.	1,151
Total	$ 12,667

Length 0.341 mile

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Roadway	$ 55,376	$ 33,779	$ 21,597
Roadside Improvement	4,400	2,684	1,716
Bridges	12,667	7,727	4,940
	$ 72,443	$ 44,190	$ 28,253

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, Laws 1927

RECEIVED
SEP 3 1937
FOR FILING
262-C

September 2, 1937

Edlefsen-Weygandt Company
9233 N. Calvert Street
Portland, Oregon

Gentlemen:

By express we are forwarding to you a fully executed copy of contract No. 2000 awarded to you on August 12, 1937, for grading on the Siuslaw Junction-Aubrey Section of the Pacific Highway in Lane County.

This copy is for your records and files.

Very truly yours,

AM

Secretary

RECEIVED
AUG 14 1937
FOR FILING
262-e

August 13, 1937

Edlefsen-Weygandt Company,
P. O. Box 5626
Portland, Oregon

Gentlemen:

The State Highway Commission, at its meeting yesterday, awarded to you the contract covering the grading and topping and construction of timber pile trestle on the Siuslaw Junction-Awbrey Section of the Pacific Highway in Lane County. This award was based on your low bid of $65,838 submitted on that date. Contract forms will be sent to you in a few days for execution.

Yours very truly,

Secretary

MC

cc - S. H. Probert

K. D. Lytle

RECEIVED
SEP 7 1937
FOR FILING

RECEIVED
AUG 14 1937
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. 262-C

POST OFFICE BUILDING
PORTLAND, OREGON

August 12, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. 262-C, the Siuslaw Junction-Awbrey section of the Pacific Highway, to Edlefsen-Weygandt Co., Portland, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

FORM S-A-1 10M 10-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

262-C

RECEIVED
AUG 11 1937
FOR FILING

August 9, 1937

RECEIVED
AUG 10 1937
OREGON
STATE HIGHWAY COMMISSION

NOTED
State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

ATTENTION: H. G. SMITH

Dear Sir:

If it is not too late I would suggest that the estimate on the Siuslaw Junction-Aubrey Section be modified.

I would recommend that the price of "Excavation - Single Classification" be lowered from 27¢ to 20¢ and the "Special Borrow" be lowered from 30¢ to 27¢.

Very truly yours,

K. D. LYTLE
Division Engineer

KDL:le

cc: R. H. Baldock ✓

COPY

262-C

August 5, 1937

R. H. Baldock
State Highway Engr.
Salem, Oregon

ATTN: H. G. SMITH

Dear Sir:

Herewith two copies of each of Engineer's Estimates for ✓Siuslaw Junction-Awbrey Section, grading and structures, Eagle Point-Baker Gulch Section, surfacing, and Bunker Hill Overcrossing.

Please ask the Bridge Department to check the pricing of items #21 to 26 inclusive on the Bunker Hill Overcrossing.

On page 19 of the proposal for the Bunker Hill Overcrossing under the heading "Materials" there are four paragraphs which possibly should be placed on page 20, following the paragraphs on "Preparation of Sub-Grade".

Very truly yours,

K. D. LYTLE
Division Engineer

By RW

Raymond Walsh
Office Engineer

cc. R. H. Baldock

RW:AF

RECEIVED
SEP 7 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING

RECEIVED
AUG 5 - 1937
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE
REFER TO FILE No. 262-C

August 4, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the piling to be furnished to the contractor by the State for the structures on Oregon F.A.P. No. 262-C, the Siuslaw Junction-Awbrey section.

We are advised that the Chief of Bureau has approved the furnishing of these piles by the State to the contractor. These should be included in the agreement estimate as a non-participating item.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Canfield

RECEIVED
1937
FOR FILING
262-e

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

July 26, 1937.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Project No. 262-C, the Siuslaw Junction-Awbrey Section of the Pacific Highway, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

Prompt submission of the bid tabulation and agreement estimate will be appreciated.

Very truly yours,

W. H. Lynch

W. H. LYNCH
District Engineer

RECEIVED
1937
STATE HIGHWAY COMMISSION

SEP 7 1937

262-C

July 21, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Siuslaw Junction-Aubrey Section, Federal Aid Project No. 262-C.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department Federal Aid Project No. 262-C

DIVIDE JUNCTION-ANLAUF SECTION OF THE PACIFIC HIGHWAY IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, July 21, 1937

Roadway

All Required		Clearing and Grubbing		$ 500.00
700	cu. yds.	Trench Excavation	$ 1.00	700.00
69,000	cu. yds.	Excavation, Single Classif.	0.30	20,700.00
35,500	cu. yds.	Special Borrow	0.30	10,650.00
37,000	yd. sta.	Overhaul	0.02	740.00
24,000	yd. mi.	Truck Haul	0.15	3,600.00
4.52	miles	Finishing Roadbed & Slopes	400.00	1,808.00
100	lin. ft.	12" Concrete Pipe	1.20	120.00
410	lin. ft.	18" Concrete Pipe	2.00	820.00
1,000	lin. ft.	24" Concrete Pipe	3.50	3,500.00
250	lin. ft.	36" Concrete Pipe	5.50	1,375.00
53,000	cu. yds.	Selected Roadbed Topping	0.50	26,500.00
2,500	cu. yds.	Filler	0.40	1,000.00
2,500	yd. mi.	Hauling Filler	0.20	500.00
			Subtotal	$ 72,513
			10% Engr. & Cont.	7,251
			Total	$ 79,764

Length 4.607 miles
Cost per mile $ 17,313

Roadside Improvement

10,000	cu. yds.	Placing Top Soil Cover	$0.45	$ 4,500.00
			Subtotal	$ 4,500
			10% Engr. & Cont.	450
			Total	$ 4,950

Length 4.607 miles
Cost per mile $ 1,074

Bridge No. 2399 (Sta. 145)

92	cu. yds.	Class "B" Concrete	$ 20.00	$ 1,840.00
19,000	lbs.	Metal Reinforcement	0.06	1,140.00
21	M-FBM	Treated Lumber	110.00	2,310.00
250	lin. ft.	Concrete Handrail	5.00	1,250.00
42	only	Driving Piling	12.00	504.00
				$ 7,044.00

Bridge No. 2408 (Sta. 321+50)

86	cu. yds.	Class "B" Concrete	$ 20.00	$ 1,720.00
17,000	lbs.	Metal Reinforcement	0.06	1,020.00
20	M-FBM	Treated Lumber	110.00	2,200.00
230	lin. ft.	Concrete Handrail	5.00	1,150.00
36	only	Driving Piling	12.00	432.00
				$ 6,522.00

Subtotal	$ 13,566
10% Engr. & Cont.	1,356
Total	$ 14,922

Length 0.041 mile

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Roadway	$ 79,764	$ 48,657	$ 31,107
Roadside Improvement	4,950	3,020	1,930
Bridges	14,922	9,103	5,819
	$ 99,636	$ 60,780	$ 38,856

FORM 5-4-1 5M 7-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
FEB 19 1937
CHURCH
STATE HIGHWAY COMMISSION

Feb. 17th, 1937

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

We have checked through our right of way records covering the section of the Junction City-Eugene Secondary Highway between Siuslaw Junction and Awbrey Station and find special provisions in the options as noted in the attached list.

In some cases we do not have copies of the options. Will you please check over your records against our tabulation and note any corrections or omissions relating to special items that the State will be called upon to do in connection with the right of way settlements.

Very truly yours,

E. D. LYTLE
Division Engineer

By
C. D. Cannon
Office Engineer

cc. R. H. Baldock

CDC:AF

FORM 5-A-1 10M 10-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

26

RECEIVED
JUN 29 1937
FOR FILING

RECEIVED
1937
[illegible] COMMISSION

June 28th, 1937

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

In connection with the specifications for the Siuslaw Junction-Amberey Section of the Pacific Highway, I am advised by Mr. Umphlette that the former owner of the property, where the steel water tank and pump are located, will remove these items without expense to the State. They are of no particular value and this would be a good way to get rid of them.

The clearing of the sheep shed should be included in our clearing item. I would also suggest that we re-construct the railroad fence between stations 158 /37 and 174/36 with State forces.

In writing the special provisions for this job we did not provide for any filler in the base. This, I believe, was a mistake and I would recommend that we include in our bid items 2600 cubic yards of filler.

If the gravel topping is taken out of the pit with a shovel it will not require a filler but if a dragline is used, most of the fines are removed during the time the material is dragged through the water.

Very truly yours,

K. D. LYTLE
Division Engineer

cc. R. H. Baldock ✓

KDL:AF

FORM 5-A-1 2M 7-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE REFER TO FILE NO.

2620

RECEIVED
FEB 15 1937
FOR FILING

RECEIVED
FEB 15 1937
STATE HIGHWAY COMMISSION

Feb. 15th, 1937

State Highway Engineer

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

On the plans for the Siuslaw Junction-Awbrey Section, you will note that we have shown 14 inches of topping on the typical section. The reason for this is that we have allowed an extra two inches over and above what our other section showed in order that when the paving was trenched there would be secured enough gravel to make up the shoulders and still leave 12 inches below the pavement.

It is cheaper to do this than it is to put on the gravel with the paving and as the grade is none too high I did not wish to trench the pavement into the 12 inches as we have done on the other sections.

Very truly yours,

K. D. LYTLE
Division Engineer

cc. R. H. Baldock
cc. S. H. Probert

KDL:AF

CONTRACT* [redacted] 2001

FAGM 158-B Ontario Undercrossing, 1937
Old Oregon Trail Hwy.

2001

RECEIVED
OCT 23 1939
FOR FILING

FAGM 158-B

October 20, 1939

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

In accord with the request contained in your letter of September 6, 1939, we are enclosing herewith one copy each of Form Exp. 38-A covering labor and material costs of railroad and utility force account work for the following projects:

Project No. FAGM 58, Work by Southern Pacific Co's forces.
" " FAGM 130-A (1), Work by Union Pacific Co's. forces.
" " FAGM 130-A (1), Work by Western Union Tel. Co's. forces.
" " FAGM 158-B, Work by Union Pacific Co's forces.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

W. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

SEP -

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

September 6, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Your attention is directed to the provisions of General Administrative Memorandum No. 20, dated June 10, 1937, requiring submission of form Emp. 32-A for railroad and utility force account work.

We now have final vouchers in this office for Oregon Federal Aid Grade Crossing projects FAGH 58, the Whiteson underpass, and FAGM 130-A (on), the Union Avenue overcrossing in Portland, for which it will be necessary to submit the forms. They will be typed in this office, but it will be necessary for you to furnish the information regarding hours and wages. A single copy of the form, with the lower part filled in with pencil, will be satisfactory, and is probably the most convenient way to furnish the data.

Will you please send us the information for the projects mentioned, and any others involving railroad or utility force account work.

Very truly yours,

W H Lynch

W. H. LYNCH,
District Engineer

Encl.

RECEIVED
JAN 13 1939
FOR FILING

mgm 15-[illegible]

January 13, 1939

Aetna Casualty & Surety Company,
Bates, Lively & Pearson, Agents,
Yeon Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2001, for the construction of the Ontario Undercrossing on the Old Oregon Trail in Malheur County, has been completed by the contractors, C. J. Montag & Sons, and that final settlement will be made by the State with said contractors for work done under said contract on or after January 23, 1939.

An attachment was filed against the above contractors in amount of $60.30, by the Lowell Mortgage & Investment Company, on September 17, 1938. The State has no record of any claims against this contract and you are advised that they assume no responsibility for any claims which may be filed against the contract.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $183,046.80, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED
FEB 21 1939
FOR FILING
704 71
15K-B

November 29, 1938

Idaho Power Company

Payette, Idaho

Attention: L. W. Brainard
Division Manager

Gentlemen:

I am returning to you herewith applications and agreements between the State Highway Commission and the Idaho Power Company relative to the furnishing of electrical service for lighting and power requirements on the state highway undercrossing at Ontario. These, you will note, have been signed by the State Highway Commission.

We will appreciate it if you will return one fully executed copy of each agreement for the Highway Commission's records and files as soon as they have been signed by the proper officials of the Idaho Power Company.

Thanking you for your attention to this matter, I remain

Very truly yours,

HDG:AM

Secretary

MMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

October 25, 1938

Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

I am returning herewith the contracts for electric service at the Ontario Underpass. The rates quoted are in accordance with the Idaho Power Company's commercial schedule and in addition to the furnishing of electric power they agree to replace bulbs and globes without charge. I believe that this is a satisfactory arrangement from the standpoint of the Highway Commission.

At the rates quoted, the lighting of the underpass will cost $82.34 per month and the minimum power bill for the pumps will be $7.50 making a total cost of $89.84 per month.

Very truly yours,

G S Paxson
G. S. Paxson
Bridge Engineer

GSP CM
Attached

REFERRED TO
[illegible]
By State Highway Engineer

[illegible]

A

L. W. BRAINARD
DIVISION MANAGER

IDAHO POWER COMPANY
PAYETTE, IDAHO

RECEIVED
OCT 24 1938
OREGON
STATE HIGHWAY COMMISSION

October 21, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Attached are contracts for electric service for the lighting and power requirements for the new Ontario undercrossing. Will you please have these contracts executed by the Highway Commission and returned to me for completion by my company? Your copies will then be returned to you.

Attached also, for your information, are the regular street lighting and low voltage power schedules, together with copies of the rules and regulations governing our services.

There has been some delay in this matter due to the fact there wasn't a clear understanding of who was to be responsible for the operation of the electrical equipment, and also because the lighting installation was fully completed only a few days ago.

However, we received a request from the City of Ontario on the 10th of last month for electric service for the undercrossing as it was being opened to traffic, and we accomodated them by complying with the request. The city council expected, at that time, to contract for the electric service at their next meeting. Soon after that, it was learned that the State Highway Commission was to operate the electric system.

You will appreciate our desire to have this matter completed as soon as possible as the service has already been in use for several weeks without having been properly billed.

I wish to call your attention to the fact that our schedule for the lighting covers also the maintenance of the lamp globes, and the outer or enclosing globes on the curb standards. This relieves you of any maintenance work on the system, except perhaps some work and expense that might be required for repairs to the equipment as a result of a possible automobile collision or similar accident.

Also, the few lighting units that are operated continuously are being classed with all other lights as dusk to dawn operation, although they will be left on at all times and not controlled by your time clock.

Yours very truly,

L. W. Brainard

Mr. L. W. Brainard
Division Manager

REFERRED TO
Paxson
State Highway Engineer

Please examine & advise your approval or disapproval.

KRJ r

RECEIVED
OCT 19 1938
FOR FILING

RECEIVED
[illegible] 1938

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE REFER TO FILE No. 158-13

October 18, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FAGM 158-B, the Ontario Undercrossing, was made by a representative of this office on September 27, 1938. Prompt submission of the final voucher will be appreciated.

With or previously to this, please submit three copies of the agreement between the railway and the State for construction and maintenance.

Very truly yours,

W. H. LYNCH
District Engineer

By F E Andrews
F. E. Andrews
Sr. Highway Engineer

For

2001

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 8.

RECEIVED
OCT 14 1938
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE
REFER TO FILE No.________

October 13, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FAGH 46-A, Ontario Undercrossing ________________, was made by a representative of this office on September 27, 1938.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Ira

FORM 8-K-1 1500 8-38
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

J. W. DeSOUZA
ASSISTANT ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
OCT 8 1938
FOR FILING

October 7, 1938

Mr. Charles G. Worth,
Constable,
Courthouse,
Portland, Oregon.

Dear Sir:

Please refer to the answer which was made by the Secretary of the Highway Commission to the notice of garnishment served on the Highway Commission in the case of Lowell Mortgage & Investment Company vs. C. J. Montag and Jane Doe Montag, whose true name is unknown, which case, I believe, bears your file No. 74672, to which answer I desire to make the following change or alteration.

In the second paragraph of the return it is stated that "according to the books and records of the State Highway Commission it is disclosed that C. J. Montag entered into a contract with the State of Oregon, which contract is otherwise known in our records as contract No. 2001." It should have said that C. J. Montag & Sons entered into a contract with the State. Therefore, wherever I refer to C. J. Montag in the answer as being the contractor please understand it to mean C. J. Montag & Sons.

Yours very truly,

J. M. DEVERS

JMD:PW

cc Emmons & Emmons,
723 Morgan Bldg.,
Portland, Oregon.

C. J. Montag & Sons,
Couch Building,
Portland, Oregon.

Aetna Casualty & Surety Co.,
Yeon Building,
Portland, Oregon.

C. F. Smith
H. B. Glaisyer ✓

NOTED
H. B. GLAISYER

FORM S-K-1 1900 6-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
OCT 4 19

#2001

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

J. W. DeSOUZA
ASSISTANT ATTORNEY

7agM1 158-B

OREGON STATE HIGHWAY COMMISSION

SALEM

October 3, 1938

Mr. Charles G. Werth,
Constable,
Courthouse,
Portland, Oregon.

Dear Sir:

Inclosed please find return to writ of execution in the case entitled Lowell Mortgage & Investment Company vs. C. J. Montag and Jane Doe Montag, case No. 74672.

Yours very truly,

J. M. DEVERS

JMD:FW

Inc.

cc Emmons & Emmons
C. J. Montag
C. F. Smith
H. B. Glaisyer
Aetna Casualty & Surety Co.

REFERRED TO
SECRETARY

IN THE DISTRICT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MULTNOMAH

LOWELL MORTGAGE & ADJUSTMENT CO.,
Plaintiff,
vs.
C. J. MONTAG and JANE DOE MONTAG, whose true name is unknown,
Defendants.

No. 74672

ANSWER TO WRIT OF EXECUTION

I, H. B. Glaisyer, hereby certify that I am the duly appointed, qualified and acting Secretary of the Oregon State Highway Commission, and that as such Secretary I have in my custody and control all the papers, records, documents, and books of account of the State Highway Commission.

I further certify that according to the books and records of the State Highway Commission it is disclosed that C. J. Montag entered into a contract with the State of Oregon, which contract is otherwise known in our records as contract No. 2001, obligating the contractor to do and perform certain highway construction for the State, for the performance of which the contractor was to be paid a compensation determined by unit prices fixed in the contract. I further certify that there is now going through for payment estimate No. 12 in the sum of $8,648.10, and there has been earned and unpaid, but retained by the Commission as retained percentage the sum of $14,264.06.

I certify further that all moneys earned under said contract are dedicated to the payment of material and labor claims and for the payment of other just debts incurred in the performance of said contract, and all such moneys are therefore subject to the prior rights of the State and of labor and material men who may have performed labor and furnished materials in connection with the said work.

So far as the records of the Highway Commission disclose neither the Highway Commission nor the State has any funds or property belonging to C. J. Montag and Jane Doe Montag jointly.

Dated this 3rd day of October, 1953.

Secretary
Oregon State Highway Commission

RECEIVED
SEP 23 1938
FOR FILING
Fagm 158-B

#2001
Mont. Co.

BATES, LIVELY & PEARSON
INSURANCE GENERAL AGENTS
YEON BUILDING
PORTLAND, OREGON

September 22nd, 1938.

RECEIVED
SEP 23 1938
OREGON
STATE HIGHWAY COMMISSION

The Oregon State Highway Commission
Salem, Oregon

Gentlemen:

RE: Bridge No. 2348 - Contract No. 2001
Job Prefix 23-1015; Proj. No. FAGM
158-B & FAGH-46 - C. J. MONTAG & SONS
Undercrossing in the Old Oregon Trail
in Malheur County near Ontario, Oregon

We enclose herewith Contract Status Report on the above captioned job, and will thank you to complete same and return to this office as soon as possible for the completion of our records.

Thanking you in advance for your usual prompt attention to matters of this nature, we remain,

Very truly yours,

THE AETNA CASUALTY & SURETY COMPANY

BY Phil M Lively
Resident Assistant Secretary.

MAB
Encl.

#2001

FORM 2-E-1 [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JA[illegible]

H. B. [illegible], SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
OCT 11 1938
FOR FILING
Fagml 15-13

September 21, 1938

Mr. H. B. Glaisyer
Secretary
State Highway Commission
Office

Dear Sir:

For your information, C. J. Montag & Sons completed their work on contract number 2001 (the Ontario Grade Separation) on September 16, 1938. Will you please secure authority from the Commission to pay the final estimate on this job?

[illegible]

This contract was completed within the specified time.

Yours very truly,

G. S. Paxson
Bridge Engineer

By W. A. Reeves

W. A. Reeves
Office Engineer

CAG:TH
cc: R. Rosecrans

APPROVED BY HIGHWAY COMMISSION
DATE Sept 21, 1938
Secretary

FORM 3-H-1 1000 3-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
SEP 6 1938
FOR FILING

7agm 158-G

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

September 1, 1938

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

RECEIVED
2 - 1938
STATE HIGHWAY COMMISSION

Attention Mr. G. S. Paxson, Bridge Engineer

NOTED
State Highway Engineer

Dear Sir:

I am enclosing herewith a letter addressed to me by C. J. Montag, giving authority for the removal of mineral aggregate and road oil items from his contract No. 2001 on the Ontario Underpass.

This work has been completed by State Oiling Crew No. 5.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock
H. G. Smith

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

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7AgM 158-13

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

September 1, 1938

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. G. S. Paxson, Bridge Engineer

NOTED
State Highway Engineer

Dear Sir:

I hand you herewith price agreements No. 8 and No. 9 on the Ontario Underpass.

Price agreement No. 8 covers the construction of a timber barrier at the old crossing which is to be closed as per order of the Public Utilities Commissioner.

Price agreement No. 9 in the amount of $50.76 covers removal and replacement of pavement forms at the eastern connection of the new pavement with the old pavement. The forms were placed in conformity with the plans and specifications, but owing to super-elevation, the new pavement did not fit properly with the old pavement approach. It was necessary to move and rebuild the forms and the contractor is entitled to reimbursement for this extra work.

Yours very truly

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock
H. C. Smith

FORM S-H-1 1938 3-37
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM
G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
AUG 29 1938
FOR FILING
Fagm 158-B

RECEIVED
1938
STATE HIGHWAY COMMISSION

IN REPLY PLEASE REFER TO FILE NO.

August 27, 1938

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I am enclosing herewith an order for State force work on the Ontario Underpass. This order is to cover performance of all oiling work which consists of only 96 cubic yards of mineral aggregate and ten tons of asphalt by State forces.

The contractor was unable to secure an oiling crew to move in for this very small amount of work and as State Oiling Crew No. 5 is now stationed in Ontario, it appeared the practical thing to do to have the work performed by the State

As stated in the State force work order, all items in connection with the oiling work are to be removed from the contract.

The prices shown are contract prices, but it is anticipated that the work will be performed under this cost by the State forces.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock
G. S. Paxson

NOTED
State Highway Engineer

FORM [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. [illegible], SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
AUG 19 1938
FOR FILING

7ag711 15&-B

August 16, 1938

Mr. Carl Smith
Auditor
Office

Dear Sir:

Herewith a check in the amount of $84.25 made payable to C. J. Montag & Sons and endorsed by him to the Oregon State Highway Commission. This is the final refund on the railroad's protective insurance policy for the Ontario undercrossing project which was cancelled at our request. Under date of May 23rd I sent you another check in the amount of $128.38 which I asked you to hold pending a check of the amount of refund due. These two checks constitute the entire refund and may now be collected. This entire amount of $212.63 should be credited to Account No. 23-1015-829.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP DK
Attachment
cc R. H. Baldock

NOTED
C. B. McCullough

FORM 5-M-1 1M 1-30

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
AUG 1 1938
FOR FILING

Fagm 158-B

RECEIVED
AUG 1 - 1938
STATE HIGHWAY COMMISSION

July 30, 1938

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R.H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. G. S. Paxson, Bridge Engineer

Dear Sir:

I hand you herewith price agreement No. 8 on the Ontario Underpass in the amount of $100.00.

This price agreement covers sprinkling which was necessary to properly compact the gravel topping under the pavement slab.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H Baldock
H. G. Smith

NOTED
Engineer

Form 9-H-1 1M 1-38
Commissioners
HENRY F. CABELL, Chairman, Portland
E. B. ALDRICH, Pendleton
F. L. TOU VELLE, Jacksonville

H. B. GLAISYER, Secretary

R. H. BALDOCK
State Highway Engineer
Salem

OREGON STATE HIGHWAY COMMISSION
Office of W. C. WILLIAMS, Division Engineer
LA GRANDE, OREGON

RECEIVED
JUL 8 1938
FOR FILING

RECEIVED
-1938
STATE HIGHWAY COMMISSION

158-B

July 2, 1938

In Reply Please
Refer to File No.

Mr. R. H. Baldock
State Highway Engineer
State Highway Commission
Salem, Oregon

NOTED

Attention Mr. G. S. Paxson, Bridge Engineer

Dear Sir:

I hand you herewith price agreement No. 7 on the Ontario Underpass project. This price agreement covers the installation of galvanized corrugated iron pipe around the abutment footings to secure better drainage.

Additional project authorization is not required.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA

enc

cc R. H. Baldock
R. G. Smith

PROJECT [illegible]
DESCRIPTION [illegible]
CONTRACTOR [illegible]
RESIDENT ENGINEER [illegible]
CONTRACT AMOUNT [illegible]
DATE OF CONTRACT [illegible]
WORK BEGUN [illegible]
COMPLETION DATE [illegible]
DATE COMPLETED
[illegible]

No.	Date	Amount	To Date	[illegible]	[illegible]	[illegible]	[illegible]
1	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
2	11/30/77	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
3	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
4	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
5	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
6	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
7	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
8	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
9	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

[illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
MAY 13 1938
OREGON
STATE HIGHWAY COMMISSION
IN REPLY PLEASE
REFER TO FILE NO.

May 12, 1938

7agm158-B

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
State Highway Engineer

Attention Mr. G. S. Paxson
Bridge Engineer

Dear Sir:

I hand you herewith price agreement No. 5 on the Ontario underpass. This price agreement is to cover cement adjustment as per standard specifications.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
Enc.

cc R. H. Baldock
H. G. Smith

Form 9-M-1 1M 1-38
Commissioners
HENRY F. CABELL, Chairman, Portland
E. B. ALDRICH, Pendleton
F. L. TOU VELLE, Jacksonville
H. B. GLAISYER, Secretary

R. H. BALDOCK
State Highway Engineer
Salem

OREGON STATE HIGHWAY COMMISSION
Office of W. C. WILLIAMS, Division Engineer
LA GRANDE, OREGON

6 6

[illegible] 1938 [illegible] DIVISION

May 12, 1938

In Reply Please
Refer to File No.

Fagm 158-B

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
State Highway Engineer

Attention Mr. G. S. Paxson
Bridge Engineer

Dear Sir:

I am submitting herewith price agreement No. 6 on the Ontario underpass. This price agreement is to cover the increase in size of the outlet pipe from the sump pump from six to eight inches.

Attached to the price agreement are quotations on the pipe to be used as variation of the additional cost of the eight inch pipe.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock
H. G. Smith

FORM S-A-1 10M 11-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

April 30th, 1938

Const.
Projects
~~Municipal~~

Mr. W. C. Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

Dear Sir:

I have arranged for Mr. Lester Clinefelter to be Street Inspector on the paving at Ontario. Clinefelter is one of the best street inspectors we have, having laid most of the pavement around Portland. If the job is less than 10 days' duration, he will receive his expenses. He should be advised to report in plenty of time to supervise the installation of the headers, check over their finishing tools and in general get the contractor lined up for paving. All of these items are more important than the paving itself; therefore, he should be notified to report in time to look after such details.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

4-38
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON
605 Weatherly Bldg.

April 27, 1938

Const
Project
Municipal

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

NOTED
State Highway Engineer

Dear Sir:

In response to your letter of April 25th, I have asked Mr. Clinefelter to go to Ontario for the short concrete paving job as inspector.

He has agreed to go when you notify him. He asked about expenses while there and I told him if the job was less than a week I thought he would be entitled to room and meals, but if it lasted over a week, he would not be entitled to these expenses.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
[illegible]
[illegible]

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

April [illegible], 19[illegible]

IN REPLY PLEASE REFER TO FILE No.

Mr. W. A. [illegible]
Division Engineer
State Highway Dept.,
[illegible] Bldg.,
Portland, Oregon

NOTED

Dear Sir:

There is a short concrete paving job coming up at Ontario, in Division No. 5. If possible, I would like to assign Clinefelter to that job as it is quite important that we secure an excellent job in that particular locality.

He has always felt it impossible to leave his home in Oregon City, but I would appreciate it if you would arrange it in this particular instance. I do not know the exact time when the work will be started, but it will be sometime in the near future.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

April 25th, 1938

IN REPLY PLEASE REFER TO FILE NO.

Mr. E. A. Collier
Division Engineer
State Highway Dept.
605 Weatherly Bldg.
Portland, Oregon

NOTED
way Engineer

Dear Sir:

There is a short concrete paving job coming up at Ontario, in Division No. 5. If possible, I would like to assign Clinefelter to that job as it is quite important that we secure an excellent job in that particular locality.

He has always felt it impossible to leave his home in Oregon City, but I would appreciate it if you would arrange it in this particular instance. I do not know the exact time when the work will be started, but it will be sometime in the near future.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

FORM 2-M-1 2M 1-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

April 29, 1938

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
MAY 9 - 1938
OREGON
STATE HIGHWAY COMMISSION

154-B

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
State Highway Engineer

Dear Sir:

Under date of April 13 you referred to me a letter from Mr. J. D. Thomas, Box 194, Ontario, Oregon, having reference to an open ditch leading from the sump in the Ontario underpass in front of his property.

I have investigated this matter and find that the leaving of this open ditch would very seriously inconvenience and damage Mr. Thomas's property, for he plans on using it as a service station site. Prior to start of construction on the underpass, Mr. Thomas had access to the street from the entire frontage of his property and under the circumstances, it appears that he is entitled to such after completion of the underpass.

For these reasons, I have instructed the Resident Engineer to extend the pipe line which ends at his property line some 90 feet additional in order to eliminate the open ditch, which in addition to eliminating the damage to Mr. Thomas's property, will afford a much neater and more satisfactory appearance from the highway standpoint.

Very truly yours

W. C. Williams

W. C. WILLIAMS
Division Engineer

WCW:MA

cc G. S. Paxson
H. G. Smith

FORM 6-M-1 1M 1-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

April 18, 1938

RECEIVED
1938
STATE HIGHWAY COMMISSION

IN REPLY PLEASE REFER TO FILE NO.

158-13

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
State Highway Engineer

Attention Mr. G. S. Paxson, Bridge Engineer

Dear Sir:

I am enclosing herewith price agreement No. 4 in the amount of $97.05 covering the change of curbing and hand rail on the Ontario underpass at the Oregon Avenue connection.

Mr. Jordan advises me that it was at the suggestion of M. Stephenson that the work be carried under price agreement rather than force account.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:LA
enc.

cc R. H. Baldock

RECEIVED
APR 18 1938
FOR FILING
158-13

April 16, 1938

Mr. J. D. Thomas
Box 166
Ontario, Oregon

Dear Sir:

I have referred your communication of April 15, regarding an open ditch along your property subsequent to the construction of the undercrossing, to our Division Engineer, Mr. W. C. Williams, at La Grande, who will call on you and discuss the situation on the ground.

Very truly yours,

State Highway Engineer

RHB:HI
cc Mr. W. C. Williams

cc J. M. Devers

Ontario, Oregon
April 13, 1938

RECEIVED
APR 14 1938
STATE HIGHWAY COMMISSION

State Highway Com.
Salem, Oregon

Dear Sir,

I am writing you in regards to the open ditch that will be left to pump the water from the underpass on the south line of lot 20 block 65. It is shown on sheet no. 3 of the Old Oregon Trail under Union Pacific RR Undercrossing.

This ditch comes directly in front of my residence. I am also constructing a Service Station on Lot 20 and the ditch would be between the station and drive way.

I would appreciate it very much if you would send

158-B

CROSS REFERENCE SHEET

Name or Subject

a man to investigate this open ditch before the work goes farther as it would greatly inconvenience me.

Yours Truly,
J. D. Thomas
Box 195,
Ontario, Oregon.

158-B

CROSS REFERENCE SHEET

Name or Subject Property damage insurance for Ontario and Union Avenue grade separations. Correspondence between Mr. Devers and Union Pacific.

File No.

Regarding

Date 1938

SEE

ADMINISTRATION
Insurance
Property Damage - Union Pacific

Name or Subject

File No.

File cross reference form under name or subject at top of the sheet and by the latest date of papers. Describe matter for identification purposes. The papers, themselves should be filed under name or subject after "SEE."

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FORM 8-A-1 10M. 11-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

March 14th, 1938

IN REPLY PLEASE
REFER TO FILE NO.

7a 9731
158 13

Mr. W. C. Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

Dear Sir:

In regard to the concrete pavement at the east end of the Ontario Underpass.

Please inform me in sufficient time in advance of laying this concrete so that experienced paving inspectors can be furnished.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

E. G. Smith
Construction Engineer

EGS:AR

cc to: R. H. Baldock

ISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

February 25, 1938

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
FEB 28 1938
OREGON
STATE HIGHWAY COMMISSION

FOR FILE

Const.
Project
grad

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. G. S. Paxson, Bridge Engineer

Dear Sir:

A minor controversy has arisen in connection with backfilling of the Ontario undercrossing and I wish to call to your attention certain details of the construction.

In the first instance, it appears that there will be only 3000 or 4000 cubic yards of gravel suitable for ballast or topping in the structure excavation. The contract on page 6 of the special provisions under 'Disposition of Excavated Material' states under clause five that 3000 cubic yards of excavation material shall be used for gravel topping and structure ballast, etc. However, on page 7 of the special provisions in the second paragraph, the provisions state that the materials used in backfilling the abutments and retaining walls shall be clean gravel selected from the gravels encountered in the undercrossing structure.

Due to the nature of the soils encountered, it was necessary to excavate on a slope back of the abutments and retaining walls, so that a large amount of backfilling will be necessary, probably as much as 3000 cubic yards. The contractor wishes to use gravel from the underpass for this backfilling as he states that he is authorized to do so by the paragraph on page 7. If he uses this material for backfilling, it will be necessary to pay 70¢ per cubic yard for the hauling in of topping and ballast rather than 35¢ per yard if the topping and ballast came from the structure excavation.

I advised the contractor and resident engineer that I would take this matter up with you and render a decision early next week, as it is intended to start work at that time. It is my opinion that the contractor is perfectly within his rights in using the excavated gravel materials for backfilling according to the paragraph on page 7, regardless of whether there will be sufficient materials left for topping and ballast. Before advising the contractor to such effect I desired your opinion on the matter.

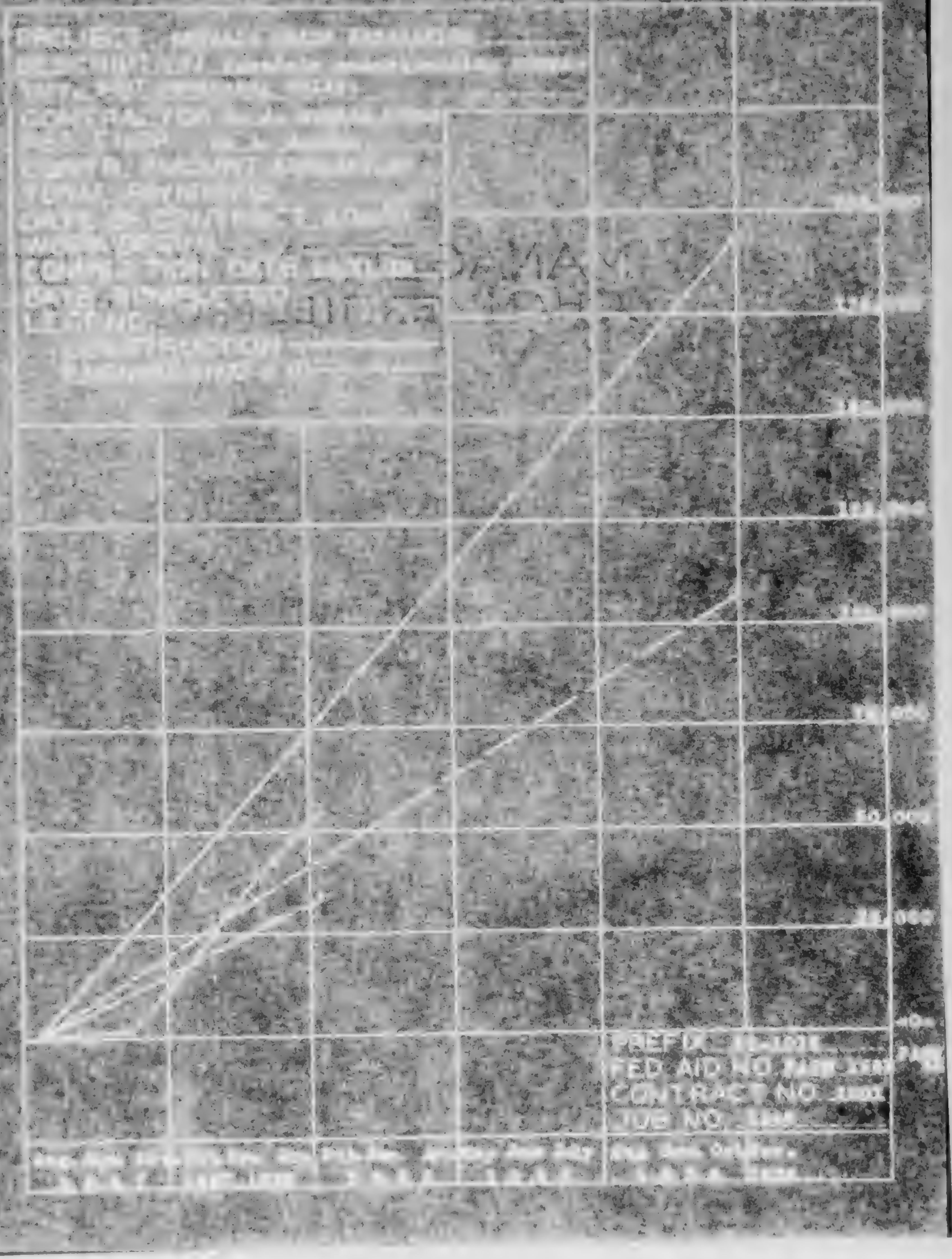
Very truly yours

NOTED

W. C. WILLIAMS
Division Engineer

WCW:MA
cc R. H. Baldock
~~H. G. Smith~~

CONSTRUCTION PROGRESS CHART



PROJECT
DESCRIPTION
CONTRACTOR
CONTR. AMOUNT
DATE OF CONTRACT
WORK BEGUN
COMPLETION DATE
DATE COMPLETED
LETT NO.

PREFIX
FED AID NO.
CONTRACT NO.
JOB NO.

COMMISSIONERS
HENRY F. CABELL, Chairman, Portland
E. B. ALDRICH, Pendleton
F. L. [illegible]

H. B. GLAISYER, Secretary

R. H. BALDOCK
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
FEB 24 1938
FOR FILING
158-B

RECEIVED
FEB 15 1938
OREGON
STATE HIGHWAY COMMISSION

February 14, 1938

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. G. S. Paxson, Bridge Engineer

Dear Sir:

I am submitting herewith price agreement No. 4 on the Ontario underpass. This price agreement covers the extra work required at the intersection of First Street North and Oregon Avenue due to the change in curb radius at that point.

The items required for the change is the installation of one new catch basin, moving and resetting of one decorative light post and the construction of 90 lin. ft. of curved curb.

If you would prefer, this work can be handled as a force account, but the price agreement appeared to me to be more satisfactory.

Very truly yours

W. C. Williams

W. C. WILLIAMS
Division Engineer

WCW:MA
ENC

✓ cc R. H. Baldock

cc J. M. Devers

FORM 5-H-1 1500 8-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

C. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
FEB 15 1938
FOR FILING

152-13

January 31, 1938

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED

Attention Mr. C. S. Paxson, Bridge Engineer

Dear Sir:

I am submitting herewith for your approval price agreement No. 3 on the Ontario undercrossing, which price agreement covers the placing of a prime coat on the concrete to aid in setting the asphalt waterproofing. Attached to the agreement is a copy of the letter from Mr. Jordan explaining the need thereof.

Very truly yours

W. C. Williams

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock

FORM 2-B-1 8M 12-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

FOR FILING
154-13

January 11, 1938

Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

The attached voucher, Office No. 537, in favor of Jewett, Barton, Leavy & Kern covers the premium on the contingent liability insurance protecting the railroad on the Ontario Undercrossing project.

The contract on this project provides that the contractor furnish the railroad company with regular protective public liability insurance protecting against all damages arising out of bodily injuries or death caused by work on the project. The specification under which this insuranced was called for is word for word that required by the regulations of the Federal Government. The policy furnished by the contractor's insurance agent was provisionally accepted by the railroad company after negotiations which held up work on this project for a considerable time. Later the railroad company advised that the policy was not acceptable in the form written. The insurance agency will amend the policy to satisfy the railroad company only at a premium which we consider exorbitant. It is questionable whether the original policy does not conform to the specification and whether this additional premium can be required of the contractor.

We have been able to secure from another agency a policy which is satisfactory to the railroad company at a premium less than that charged the contractor for the original policy. We are, therefore, taking out this policy for the railroad company ourselves and have directed the contractor to cancel the unsatisfactory policy. We will take credit for the short-term cancellation rate on the contractor's policy to off-set our premium payment on this new policy.

Very truly yours,

GSPaxson
G. S. Paxson
Bridge Engineer

GSP DK
cc J. M. Devers

FORM 5-B-1 4M 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
DEC 30 1937
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

158-B

December 27, 1937

NOTED
State Highway Engineer

C. J. Montag & Sons

Ontario, Oregon

Gentlemen:

The Union Pacific Railroad Company advise us that the Railroad Protective Liability Policy written by the Occidental Indemnity Company, No. OCP 1126, has been found unsatisfactory principally for the reason that it excludes the coverage of the railroad's own employees. This matter has been taken up directly with the agents of the above insurance company but we have been unable to effect an adjustment of this policy satisfactory to the railroad company at any rates which we consider reasonable. We have therefore met this request of the railroad company by the taking out of a policy which covers the railroad public liability without the exclusion of their own employees from such coverage. The premium on this policy will be paid directly by the State.

This results in a dual coverage in so far as the railroad public liability is concerned and you are requested to cancel that portion of the Occidental Indemnity Company Policy No. OCP 1126 which refers to public liability. The property damage insurance carried under this same policy is not affected by this rearrangement of the public liability insurance and must remain in effect. Since the State by the taking out of this new railroad public liability insurance policy is relieving you of the necessity of carrying railroad public liability insurance as provided in your contract, the State will take credit for the cost of the insurance which you are directed to cancel less the cost of this insurance under the short time rates up to the date of cancellation. The policy which the State has taken out is now in effect and we ask that you take immediate steps to cancel the public liability portion of the above mentioned policy so that the short time rate on the same will be as low as possible.

Very truly yours,

R. H. Baldock
State Highway Engineer

By GSPaxson

G. S. Paxson
Bridge Engineer

GSP DK
cc G. Cyrus Bishop
R. H. Baldock
J. M. Devers

RECEIVED
DEC 21 1937
FOR FILING

46

December 17, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed three copies of progress voucher number 1 for the Ontario Undercrossing Section, Project No. FAGH 46, which copies were returned to the department for insertion of the date of initial expense.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

CC

RECEIVED
[illegible] 1937
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

December 10, 1937.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are returning herewith the original and two memorandum copies of the first progress voucher covering Oregon Federal Aid Grade Crossing Project FAGH 46-A, approach to the Ontario Underpass of the Union Pacific Railroad. Our Washington Office has requested that the date the first reimbursable obligation was incurred be inserted in accordance with the instructions at the top of Page 2 of General Administrative Memorandum No. 6.

We have been advised that the vouchers for Oregon Federal Aid projects 157-A and 157-D, Medford South, have been passed for payment, but your attention is invited in connection with those vouchers to the requirement for insertion of dates.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Encl.

RECEIVED
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

RECEIVED
DEC 13 1937
OREGON
STATE HIGHWAY COMMISSION

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE REFER TO FILE No. Stencil No. 124
Oregon FAGH 46
Ontario Underpass
Old Oregon Trail

46

December 11, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the __________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By Caufield
L. J. Caufield
Highway Engineer

Encls.

Jon

Appr 325 60

Form P. R. 2

Federal Aid Grade Crossing

State Oregon

Project No. FAGH 16

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 3rd day of November, 1937

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly Section 8 of the Act approved June 16, 1936, 49 Stat. 1521 (Public No. 686, 74th Congress).

Whereas the Highway Department of said State submitted on the 28th day of April, 1920, a project statement, which was approved by the Secretary on the 12th day of July, 1920, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for [illegible] said project which were recommended for approval by the United States District Engineer on the 28th day of July, 1937; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of nine thousand, seven hundred fifty-four and 00/100 dollars ($9,754.00) as the share of the United States payable under said act on account of [illegible] said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, laws 1917; Chapter 31, laws 1920 (Include date and citation of act of legislature by which authorized)

(*b*) From other sources under Section 8 of the Act approved June 16, 1936, 49 Stat. 1521 (Public No. 686, 74th Congress).

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 20+68.3 at the east end of Project No. FAGM 158-B on the east city limits of Ontario, and survey station 31+44 on the south line of Section 3, T. 18 S., R. 47 E.

, length 0.203 / of a mile~~s,~~ in Malheur County, being ~~[illegible]~~ Oregon Federal Aid Grade Crossing project No. FAGM 46, consisting of 0.203 / of a mile~~s~~ of roadway and no bridges, ~~[illegible] than 20 feet clear span,~~ . ~~[illegible] miles in length.~~

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

[illegible]

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of [redacted] said project shall not in any event exceed the sum of nine thousand, seven hundred fifty-four and 00/100 dollars ($ 9,754.00), certified to the Secretary of the Treasury as above mentioned, which [redacted] is

[redacted], the approved total estimated cost of [redacted] said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than [illegible] clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chapter 41, laws 1927 (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 22d day of Nov, 1937

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell

Chairman, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

SECRETARY OF AGRICULTURE,

By H.J. O'Leary
Acting Chief, Bureau of Public Roads.

8—5516

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Grade Crossing Project No. FAGH 16

State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $9,754.00 as the total estimated cost of said project, and the sum of $9,754.00 as the share of the United States, payable under said acts on account of such project, which ~~does not exceed the authorized Federal~~ is ~~[illegible] of said~~ total estimated cost.

Done at the city of Washington, this 22d day of November one thousand nine hundred and thirty-seven

SECRETARY OF AGRICULTURE,

By [illegible]
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 3—[illegible]

RECEIVED
DEC 15 1937
FOR FILING
158-B

December 11, 1937

Glens Falls Indemnity Company,
6th Floor Mills Tower,
San Francisco, California.

Attention: Mr. F. K. Gettins.

Gentlemen:

In response to your inquiry of December 9th you are advised that the name of the bidders and the amount of the bids which were received by the Highway Commission on the Ontario Undercrossing project in Malheur County, FAGM 158-B and FAGM 46, are as follows:

C. J. Montag, Portland.	$190,187.50
Warren Northwest, Inc. Portland.	191,171.00
Morrison-Knudsen Co., Boise, Idaho.	206,785.50
Parker-Schram Co., Portland.	209,499.00
L. H. Hoffman, Portland.	214,555.05
McRae Bros., Seattle.	219,670.50
J. A. Terteling & Son, Boise.	222,090.50
Kern & Kibbe, Portland.	245,145.50

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

R. H. GRIFFITH, VICE-PRESIDENT
R. LYNN COLOMB, ASST. MGR.
PACIFIC COAST DEPARTMENT
6TH FLOOR MILLS TOWER
SAN FRANCISCO, CAL.

Glens Falls
INDEMNITY COMPANY
of Glens Falls, New York

RECEIVED
DEC 11 1937
OREGON
STATE HIGHWAY COMMISSION

SAN FRANCISCO, CALIFORNIA
December 9, 1937

Mr. R. H. Baldock
Oregon State Highway Engineer
Salem, Oregon

Dear Sir:

Kindly furnish us with the names and amounts of the various contractors who bid upon the construction of a concrete undercrossing and retaining walls at the crossing of Union Pacific Railway tracks, the Old Oregon Trail in Malheur County, Project No. FAGM-158-B and FGH-46, which bids were received on August 12, 1937.

Thanking you in advance for this information, we are

Yours very truly,

GLENS FALLS INDEMNITY COMPANY

By F. K. Gettins
F. K. Gettins, Engineer

FKG:VH

REFERRED TO
BY SECRETARY

please send
HGS

FORM 5-M-1 1000 6-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. E. TOU VELLE, JACKSONVILLE

H. B. GLAISYER

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
DEC 7 1937
FOR FILING
158-17

RECEIVED
1937
OREGON
STATE HIGHWAY COMMISSION

December 6, 1937.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. G. S. Paxson, Bridge Engineer

Dear Sir:

I hand you herewith price agreement in the amount of $47.67 covering the reinstallation of a sewer pipe on the Ontario undercrossing project. This sewer pipe was broken by the contractor and needed replacing and inasmuch as the pipe was not shown in the plans, the contractor was not negligent in damaging the pipe and should be reimbursed for the cost thereof.

Mr. Jordan has drawn this up in the form of a price agreement, although it appears to me that it would be better as a force order, but I am submitting it to you to do with as you desire.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock
H. G. Smith

NOTED
C. B. McCullough

FORM S-K-1 1900 10-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, [illegible]

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
DEC 8 1937
FOR FILING
158-B

December 3, 1937

NOTED
O. B. McCullough

Mr. Fred Betz,
General Counsel,
Union Pacific Railroad Company,
Pittock Block,
Portland, Oregon.

Dear Mr. Betz:

Yesterday Mr. Bishop of the Aetna Casualty & Surety Company called me by telephone and stated that you are demanding some additional bond protection with respect to the job at Ontario. I am quite surprised about this for that job has been approved and the bond approved and the work is under way and the contractor will not feel that he is under obligation to furnish any other protection or go to any other expense.

Personally, I think you are requiring unnecessary protection and putting the State to unnecessary expense. The recent additional bond protection which you required on the McNutt job along the Columbia River Highway cost the State $500, no part of which will be paid by the Government and that particular job I understand at no place is closer than 300 or 400 feet from the railroad track. I cannot see any possible chance for damage to railroad company property on that job and yet we have been required to pay $500 for protection which, in my opinion, is quite unnecessary.

I have been quite willing to yield to every reasonable demand for protection, but it seems to me that within the past year the Union Pacific has been requiring and demanding things that were not demanded before and things that are not now demanded by the Southern Pacific under similar circumstances. I trust that you will reconsider the present situation for I am sure that we cannot require our contractor to furnish more protection than he has already furnished.

Yours very truly,

J. M. DEVERS

JMD:FW

cc R. H. Baldock
C. S. Paxson
G. Cyrus Bishop

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
NOV 23 1937
OREGON
STATE HIGHWAY COMMISSION

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon FAGM 158-B
Ontario Undercrossing section

158-B

November 22, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By Caufield
L. V. Caufield
Highway Engineer

Encls.

Iron

Ayp r 32371

Form P. R. 2

State Oregon

Project No. [illegible]

Federal Aid Grade Crossing
(On the Federal Aid System)

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

Form P. R. 2

PROJECT AGREEMENT

Memorandum of Agreement made this 22nd day of October, 1937

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly Section 8 of the Act approved June 16, 1936, 49 Stat. 1521 (Public No. 686, 74th Congress).

Whereas the Highway Department of said State submitted on the 24 day of October, 1929, a project statement, which was approved by the Secretary on the 12th day of November, 1929, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section 2 of said project which were recommended for approval by the United States District Engineer on the 28th day of July, 1937; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of two hundred three thousand, three hundred seventy-four and 00/100 dollars ($203,374.00) as the share of the United States payable under said act on account of Section 2 of said project, which ~~does not exceed the authorized Federal pro rata share of the~~ is approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 86, laws 1931 (Include date and citation of act of legislature by which authorized)

(*b*) From other sources under Section 8 of the Act approved June 16, 1936, 49 Stat. 1521 (Public No. 686, 74th Congress).

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 0+80 at the intersection of Oregon St. with N. First E. St. in Ontario and survey station 20+68.3 at the intersection of N. First E. St. with the east city limits of Ontario

, length 0.376 miles, in Malheur County, being Section B of Oregon Federal Aid Grade Crossing project No. FAGM 158 / (On the F.A.System) consisting of 0.376 miles of roadway and one / underpass structure. ~~bridges, each of more than 20 feet clear span [illegible] of a mile in length~~

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B of said project shall not in any event exceed the sum of two hundred three thousand, three hundred seventy-four and 00/100 dollars ($203,374.00), certified to the Secretary of the Treasury as above mentioned, which ~~does not exceed the authorized Federal pro rata share of~~ is

~~dollars ($.................)~~ the approved total estimated cost of Section B of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, laws of 1927; Chap. 88, laws of 1931 (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 6th day of Nov., 1937

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell

Chairman, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By F L Fourville

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

SECRETARY OF AGRICULTURE,

By L. E. Boykin
Acting Chief, Bureau of Public Roads.

8—5518

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Grade Crossing Project No. FAGM 158-B (On the F. A. System) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 203,374.00 as the total estimated cost of said project, and the sum of $ 203,374.00 as the share of the United States, payable under said acts on account of such project, which ~~does not exceed the authorized Federal~~ is ~~pro rata share of said~~ total estimated cost.

Done at the city of Washington, this 6th day of November one thousand nine hundred and thirty-seven

SECRETARY OF AGRICULTURE,

By R. E. Boykin
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE [illegible]

FORM 5-M-1 1M 3-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
NOV 9 - 1937
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING
158-13

November 8, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. G. S. Paxson, Bridge Engineer

Dear Sir:

I hand you herewith price agreement No. 1 on the Ontario Underpass project. The price agreement covers the installation of 12 inch corrugated iron pipe fitted with tide gate under the dyke to be constructed adjacent to railroad property north of Station 6+00.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock
H. G. Smith

NOTED

RECEIVED
NOV 9 1937
FOR FILING

46

November 6, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed two signed copies of project agreement for the Ontario Section, Project No. F.A.S.H. 46.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

RECEIVED
OCT 27 1937
FOR FILING
158-B

October 26, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed two signed copies of project agreement for the Ontario Undercrossing Section, FAGM 158-B.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
(Stencil #28) BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
OCT 23 1937
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon FAGH 46
Ontario Undercrossing
Old Oregon Trail

October 22, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Highway Engineer

Tro

RECEIVED
OCT 1 [illegible] 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

(Stencil #28)

RECEIVED
[illegible] 1 1937
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon FAGM 158-B (On F.A.System)
Ontario Undercrossing
Old Oregon Trail

October 15, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

Tron

15x-13

CLASS OF SERVICE DESIRED	
DOMESTIC	CABLE
TELEGRAM	FULL RATE
DAY LETTER	DEFERRED
NIGHT MESSAGE	NIGHT LETTER
NIGHT LETTER	SHIP RADIOGRAM

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

RECEIVED
OCT 13 1937
FOR FILING

COPY OF WESTERN UNION TELEGRAM

OCTOBER 12, 1937

MR. W. C. PERKINS
DISTRICT ENGINEER
UNION PACIFIC RAILROAD COMPANY
SALT LAKE CITY, UTAH

DRAINAGE CLAUSE IN SECTION TWO ONTARIO AGREEMENT CANCELLED BY CITY BEFORE SIGNING STOP DRAINAGE IS STATE OBLIGATION AND STATE AGREES TO ASSUME THIS RESPONSIBILITY

R. H. BALDOCK

Charge to
State Highway Department

RECEIVED
SEP 10 1937
FOR FILING

137-6

September 30, 1937

C. J. Montag & Sons,
201 Couch Building,
Portland, Oregon.

Dear Sirs:

You are advised that have received notice from the Railway Express Agency, Redding, California, that they were holding a package for you from this department which was addressed to Burney, California, which is outside their delivery limits and that no response had been made to their notices.

We have checked our records and do not find where a package from this department has been forwarded to you at the above address. However, we did return the four copies of your contract for the construction of the Ontario Undercrossing, to your Portland address on August 30th, and it is possible that they have been forwarded to the California address by your Portland office. Will you please check up on the matter and advise the express agency regarding the package.

Very truly yours,

Secretary.

Dict. by J. McFarland.

September 10, 1937

Railway Express Agency,
Redding, California.

Gentlemen:

Reference is made to your card of September 5th stating you were holding a package for C. J. Montag & Sons, Burney, California, which is outside your delivery limits and no response had been made to your notices.

We thank you for this information and are this date taking the matter up with the above firm. If you do not hear from them within the next few days please return the package to this office collect.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

cc to C. J. Montag & Sons,
201 Couch Bldg.,
Portland, Oregon.

RECEIVED
SEP 28 1937
FOR FILING
158-B

...27, 1937

G. J.
201
Port

...express one fully ...h was awarded to ...uction of a concrete ...gon Short Line tracks ... Highway, in Malheur

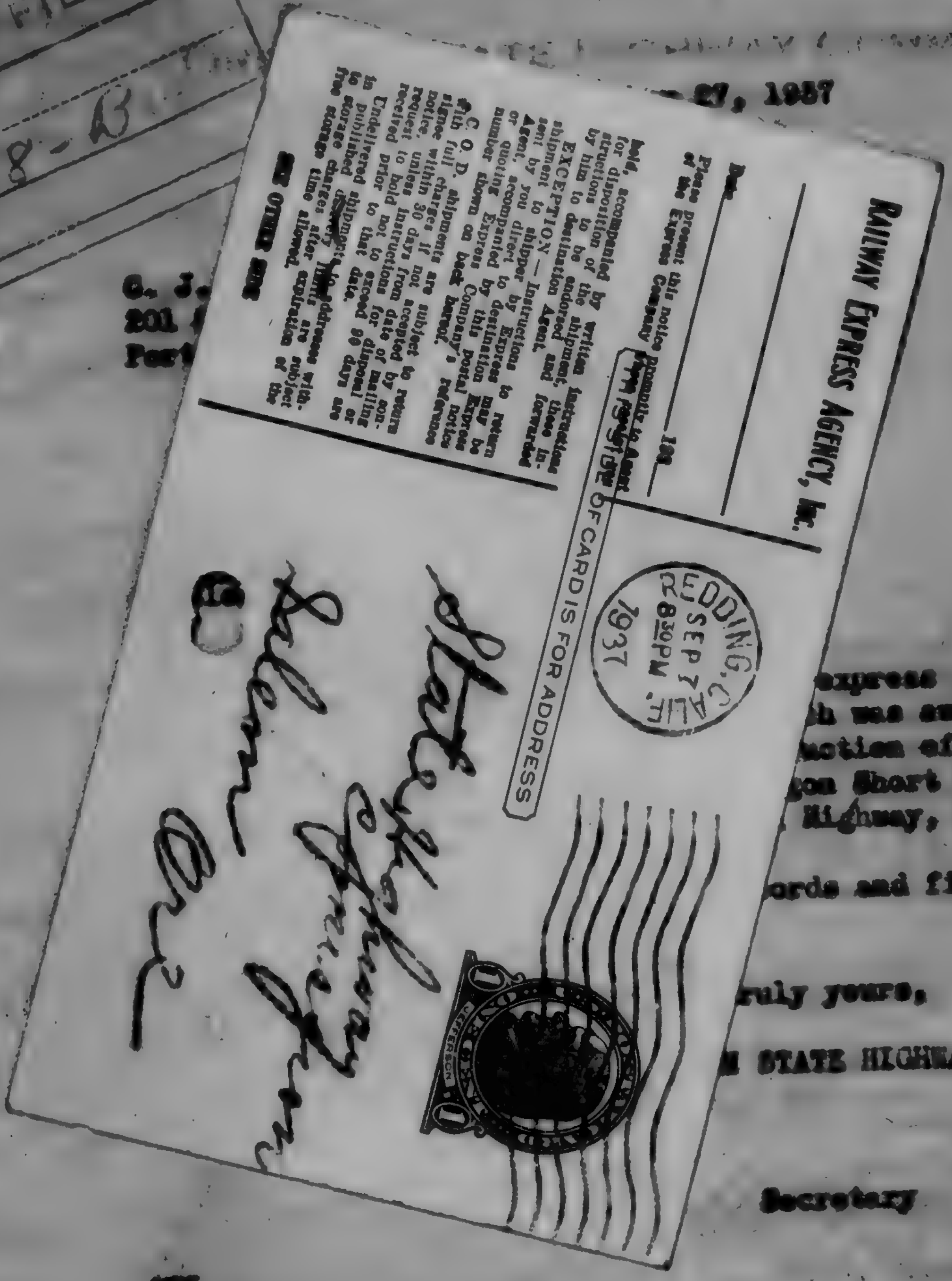
...ords and files.

...ruly yours,

...N STATE HIGHWAY COMMISSION

Secretary

MM.



RAILWAY EXPRESS AGENCY, Inc.

Date 193

Please present this notice promptly to Agent of the Express Company upon receipt and hold, accompanied by written instructions for disposition of the shipment, these instructions to be endorsed and forwarded by him to destination Agent.

EXCEPTION—Instructions to return shipment to shipper by Express may be sent by you direct to destination Express Agent, accompanied by this postal notice or quoting Express Company's reference number shown on back hereof.

C. O. D. shipments are subject to return with full charges if not accepted by consignee within 30 days from date of mailing notice, unless instructions for disposal or request to hold not to exceed 90 days are received prior to that date.

Undelivered shipments to addressees within published delivery limits are subject to storage charges after expiration of the free storage time allowed.

SEE OTHER SIDE

THIS SIDE OF CARD IS FOR ADDRESS

REDDING, CALIF.
SEP 7
8:30 PM
1937

State Highway
Comission
Salem Ore

RECEIVED
SEP 28 1937
FOR FILING

155

REGON STATE HIGHWAY COMMISSION

7, 1937

Notice to Shipper of Goods Undelivered

RAILWAY EXPRESS AGENCY

INCORPORATED

Street address where shipment is held

Redding, Calif.

City State

9-5 1937

You are notified that Article 1 Bx

C. O. D. or Collection $

Forwarded by you on 9-1-1937

Addressed C J Montag & Sons

Burney Cal

charges $ 1.58

Your invoice or Identification No.

Remains in this office undelivered because Outside delivery limits – Party makes no response

This shipment is held at Owner's Risk subject to Express charges. Please give prompt attention. DIRECTIONS ON OTHER SIDE

OUR REFERENCE No. 4685

AVE.
PHONE 226 W
U. LILLY, AGENT

Agent

SEE OTHER SIDE (566—6-33 PRINTED IN U.S.A.)

oday by express one fully
001 which was awarded to
construction of a concrete
he Oregon Short Line tracks
Trail Highway, in Malheur

r records and files.

ry truly yours,

REGON STATE HIGHWAY COMMISSION

Secretary

MEL

RECEIVED
SEP 28 1937
FOR FILING

158-13

September 27, 1937

C. J. MONTAG & SONS
201 Couch Building
Portland, Oregon

Gentlemen:

We are sending you today by express one fully executed copy of Contract No. 2001 which was awarded to you on August 12, 1937, for the construction of a concrete undercrossing structure under the Oregon Short Line tracks near Ontario, on the Old Oregon Trail Highway, in Malheur County.

This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

2001

FORM 2-E-1 4M 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
OCT 11 1937
FOR FILING
158-B

September 21, 1937

Mr. H. B. Glaisyer
Secretary
Office

Dear Sir:

Attached are certificates of insurance covering policies numbered OCP-1125, OCP-1126, and PL-5135, Occidental Indemnity Company, supplied by C. J. Montag and Sons to answer the insurance requirements of Contract No. 2001. These are for your files.

The policies are filed in this office for reference during construction of the project.

Very truly yours,

G. S. Paxson
Bridge Engineer

By W A Reeves
W. A. Reeves
Office Engineer

CAG DK
Enclosures

Certificates filed in Contract #2001

#2001

RECEIVED
SEP 21 1937

158-B

September 18, 1937

Revere Copper & Brass Incorporated,
317 Pioneer Building,
Seattle, Washington.

Attention: Mr. A. A. Green.

Gentlemen:

In response to your inquity of September 15th you are advised that the contract for the construction of the Ontario undercrossing project on the Old Oregon Trail in Malheur County, was awarded to C. J. Montag & Sons, 201 Couch Bldg., Portland, Oregon. The award of this contract was August [illegible], 1937.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

Revere Copper and Brass Incorporated
317-318 Pioneer Building
Seattle, Washington

September 13, 1937.

RECEIVED
SEP 18 1937
OREGON
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION,
Salem,
Oregon.

Gentlemen:

On or about August 12th bids were opened for the construction of an undercrossing job for the Oregon State Highway Commission at Ontario, Oregon.

We would very much appreciate your advising us the name of the successful contractor who secured this job.

Thanking you in advance for this information, we are

Yours truly,

Revere Copper & Brass Incorporated,

By A. A. Green
A. A. Green

AAG:SEG

REFERRED TO
BY SECRETARY

prepare answer

BALTIMORE DIVISION, BALTIMORE, MD. . . . DALLAS DIVISION, CHICAGO, ILL. . . . MICHIGAN DIVISION, DETROIT, MICH.
ROME DIVISION, ROME, N. Y. . . . TAUNTON-NEW BEDFORD DIVISION, NEW BEDFORD, MASS.

RECEIVED
SEP 16 1937
FOR FILING

158 B

September 15, 1937

Mr. V. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the Ontario Undercrossing Section, Project FAGH 46.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Aid Grade Crossing
Project No. FAGH 46-A

ONTARIO UNDERCROSSING SECTION
OF THE OLD OREGON TRAIL IN [illegible] COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 8, 1937

COMPLETED FEDERAL AID WORK

Final Cost, Roadway- -	$ 28,661.49
Federal Aid Paid, Roadway- -	$ 14,330.74
Length -	0.891 miles

NEW WORK

Roadway (Sta. 20+68.3 to 31+44)

All Required		Clearing and Grubbing		$ 155.00
150	cu. yds.	Trench Excavation	$ 2.00	300.00
1,600	cu. yds.	Excavation, Single Classif.	0.70	1,120.00
3,800	yd. sta.	Overhaul	0.03	114.00
380	sq. yds.	Removal of Old Pavement	0.30	114.00
40	lin. ft.	12" Concrete Pipe	0.90	36.00
104	lin. ft.	18" Concrete Pipe	2.00	208.00
100	lin. ft.	24" Concrete Siphon Pipe	2.50	250.00
24	lin. ft.	Salvaging Culvert Pipe	0.50	12.00
5	cu. yds.	Class "A" Concrete in Small Structures	40.00	200.00
900	cu. yds.	Gravel Topping and Structure Ballast from Roadbed Excavation	0.35	315.00
230	cu. yds.	Gravel Topping and Structure Ballast from Gravel Pits	0.70	161.00
48	cu. yds.	1½" - 0" Material in Footpath	1.50	72.00
200	cu. yds.	¾" - 0" Material in Shoulders and Surfacing	1.20	240.00
110	cu. yds.	¾" - 0" Material in Cushion Course	1.20	132.00
70	cu. yds.	½" - 0" Material in Cushion Course	1.20	84.00
50	cu. yds.	Filler	0.40	20.00
50	yd. mi.	Hauling Filler	0.20	10.00
3,000	sq. yds.	Portland Cement Concrete Pavement	1.60	4,800.00
320	lin. ft.	¾" Expansion Joints	0.15	48.00
1,500	lin. ft.	Contraction Joints	0.03	45.00
1,540	only	Dowels	0.15	231.00

1,050	lbs.	Tie Bars and Reinforcement	$ 0.06	$ 63.00
18	cu. yds.	Mineral Aggregate in Place	3.00	54.00
2.1	tons	Cutback Asphalt in Place	40.00	84.00
		Subtotal		$ 8,868
		10% Engr. & Cont.		886
		Total		$ 9,754
		Length	0.203 mile	
		Cost per mile	$ 48,049	

FAGH Funds Requested- -$ 9,754

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

RECEIVED
SEP 16 1937
FOR FILING
158-B

September 15, 1937

Mr. W. R. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the Ontario Undercrossing Section, Project No. FAGM 158-B.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Aid Grade Crossing
Project No. FAGM 158-B

ONTARIO UNDERCROSSING SECTION OF
THE OLD OREGON TRAIL IN MALHEUR COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 8, 1937

COMPLETED FEDERAL AID WORK

Final Cost, Roadway- $ 12,229.67
NRM Funds Paid - $ 8,850.54
Length - 0.996 mile

48' Roadway (Sta. 0+80 to 14+87)

All Required		Clearing and Grubbing		$ 202.00
65	cu. yds.	Trench Excavation	$ 2.00	130.00
26,600	cu. yds.	Excavation, Single Classif.	0.70	18,620.00
3,200	yd. sta.	Overhaul	0.03	96.00
38,900	yd. mi.	Truck Haul	0.16	6,224.00
2,000	lin. ft.	Rounding Cutbanks	0.10	200.00
50	lin. ft.	4" Cast Iron Pipe	1.00	50.00
90	lin. ft.	6" Cast Iron Pipe	2.00	180.00
900	lin. ft.	6" Metal Drain Pipe	0.70	630.00
900	lin. ft.	8" Metal Drain Pipe	0.80	720.00
80	lin. ft.	18" Concrete Siphon Pipe	2.25	180.00
10	cu. yds.	Class "A" Concrete in Small Structures	40.00	400.00
100	lbs.	Metal Reinforcement in Small Structures	0.10	10.00
900	sq. yds.	Concrete Sidewalks	1.25	1,125.00
135	cu. yds.	Concrete Curb and Gutter	15.00	2,025.00
1,200	cu. yds.	Gravel Topping and Structure Ballast from Roadbed Excavation	0.35	420.00
4,000	cu. yds.	Gravel Topping and Structure Ballast from Gravel Pits	0.70	2,800.00
12	cu. yds.	1½" - 0" Material in Footpath	1.50	18.00
120	cu. yds.	¾" - 0" Material in Shoulders and Surfacing	1.20	144.00
240	cu. yds.	¾" - 0" Material in Cushion Course	1.20	288.00
150	cu. yds.	½" - 0" Material in Cushion Course	1.20	180.00
250	cu. yds.	Filler	0.40	100.00
250	yd. mi.	Hauling Filler	0.20	50.00

6,500	sq. yds.	Portland Cement Concrete Pavement	$1.60	$ 10,400.00
740	lin. ft.	¾" Expansion Joints	0.15	111.00
2,400	lin. ft.	½" Expansion Joints	0.12	288.00
3,200	lin. ft.	Contraction Joints	0.03	96.00
3,270	only	Dowels	0.15	490.50
4,000	lbs.	Tie Bars and Reinforcement	0.06	240.00
52	cu. yds.	Mineral Aggregate in Place	3.00	156.00
4.8	tons	Cutback Asphalt in Place	40.00	192.00
1,700	cu. yds.	Class "D" Concrete	16.50	28,050.00
162,000	lbs.	Metal Reinforcement	0.055	8,910.00
1,640	lin. ft.	Concrete Handrail	3.50	5,740.00
1,200	sq. yds.	Asphalt Waterproofing	0.10	120.00
		Subtotal		$ 89,585
		10% Engr. & Cont.		8,958
		Total		$ 98,543
		Length	0.266 mile	
		Cost per mile	$ 370,462	

22' Roadway (Sta. 14+87 to 20+68.3)

All Required		Clearing and Grubbing		$ 84.00
25	cu. yds.	Trench Excavation	$ 2.00	50.00
1,100	cu. yds.	Excavation, Single Classif.	0.70	770.00
1,100	yd. mi.	Truck Haul	0.16	176.00
96	lin. ft.	18" Concrete Pipe	2.00	192.00
500	cu. yds.	Gravel Topping and Structure Ballast from Roadbed Excavation	0.35	175.00
130	cu. yds.	Gravel Topping and Structure Ballast from Gravel Pits	0.70	91.00
25	cu. yds.	1½" - 0" Material in Footpath	1.50	37.50
150	cu. yds.	¾" - 0" Material in Shoulders and Surfacing	1.20	180.00
50	cu. yds.	¾" - 0" Material in Cushion Course	1.20	60.00
30	cu. yds.	½" - 0" Material in Cushion Course	1.20	36.00
50	cu. yds.	Filler	0.40	20.00
50	yd. mi.	Hauling Filler	0.20	10.00
1,450	sq. yds.	Portland Cement Concrete Pavement	1.60	2,320.00
140	lin. ft.	¾" Expansion Joints	0.15	21.00
750	lin. ft.	Contraction Joints	0.03	22.50
740	only	Dowels	0.15	111.00
550	lbs.	Tie Bars and Reinforcement	0.06	33.00
5	cu. yds.	Mineral Aggregate in Place	3.00	15.00
0.6	ton	Cutback Asphalt in Place	40.00	24.00
		Subtotal		$ 4,428
		10% Engr. & Cont.		442
		Total		$ 4,870

Length 0.110 mile
Cost per mile $ 44,273

Undercrossing Structure

1,150	cu. yds.	Gravel Ballast for Temporary Tracks	$ 0.70	$ 805.00
110	cu. yds.	Gravel Ballast for Permanent Tracks	1.10	121.00
1,800	cu. yds.	Class "D" Concrete	16.50	29,700.00
180,000	lbs.	Metal Reinforcement	0.055	9,900.00
540,000	lbs.	Structural Steel	0.065	35,100.00
320	lin. ft.	Steel Handrail	6.00	1,920.00
All Required		Deck Plank		250.00
360	sq. yds.	Asphalt Waterproofing	0.10	36.00
270	sq. yds.	Membrane Waterproofing	2.75	742.50
All Required		Pump		2,000.00
All Required		Electric Wiring & Fixtures		3,300.00
				$ 83,874.50

Work to be Performed by O. W. R. & N. Co's Forces

All Required	Remove and Reestablish Railway and Telegraph Facilities	$ 7,000
	Subtotal	$ 90,874
	10% Engr. & Cont.	9,087
	Total	$ 99,961

Length of Structure (not included in project length) 0.010 mile

FAGM Funds Requested:

48' Roadway- - - - - - - - - - - - - - - - - - - -	$ 98,543
22' Roadway- - - - - - - - - - - - - - - - - - - -	4,870
Structure- - - - - - - - - - - - - - - - - - - -	99,961
	$ 203,374

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 88, laws 1931
State Funds for Maintenance: Chap. 41, laws 1927; Chap. 88, laws 1931

RECEIVED
SEP 2 1937
FOR FILING
154-B

August 30, 1937

C. J. Montag & Sons,
201 Couch Building,
Portland, Oregon.

Dear Sirs:

We are returning to you by express the four copies of Contract No. 2001, Ontario Undercrossing in Malheur County, which was awarded to you by the Highway Commission on August 12, 1937.

You are advised that before this contract will be acceptable it will be necessary to have both the agreement and bond signed by all of the partners. When this has been done please return all four copies to this office.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

- #2001 -

RECEIVED
AUG 20 1937
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 4 1937
FOR FILING

STANDARD OIL COMPANY OF CALIFORNIA

SALES DEPARTMENT
R. T. VIVIAN
DISTRICT SALES MANAGER
O. L. HARDING
ASSISTANT DISTRICT SALES MANAGER

OFFICE
FIRST NATIONAL BANK BLDG.
11 SOUTH SECOND STREET
P. O. DRAWER 56

WALLA WALLA, WASH.

158-B

August 19, 1937

C.J.Montag & Sons, Portland, Ore.
Malheur County: Undercrossing
structure at Ontario -
FAGM-158-B and FAGH-46

Oregon State Highway Commission,
Salem, Oregon

Gentlemen: Att'n Mr.R.H.Baldock, State Hwy. Engr.

Will you please fill in and return the attached form to us in order that we may have complete and accurate information in our files concerning the work awarded the above contractors, to which we will be making deliveries of our products?

Yours very truly,

STANDARD OIL COMPANY OF CALIFORNIA
R.T.Vivian, District Sales Manager

By J Jacobson
District Credit Man

Att

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. E. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
AUG 19 1937
FOR FILING
158 - 13

OREGON STATE HIGHWAY COMMISSION

SALEM

August 16th, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. C. Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

Dear Sir:

The assignment of M. A. Toole to the Ontario Underpass Section to handle the grading work is approved.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

NOTED
State Highway Engineer

FORM 5-M-1 1M 8-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

UNITED STATES DEPARTMENT OF AGRICULTURE

RECEIVED
AUG 18 1937
FOR FILING

August 14, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock, Highway Engineer
State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

In connection with the construction of the Ontario underpass there will be required a considerable amount of slope staking, etc., by reason of the fact that we are widening some two or three miles of existing road in addition to the actual construction of the underpass. I believe it will be in order to assign N. A. Tool, whose work at Huntington is being completed, to look after and have charge of this particular phase of the work.

I understand that Mr. C. A. Jordan is being assigned as Resident Engineer in charge and will also have an assistant. I believe, of course, that this is the proper setup for the entire project, but Toole's services would be quite valuable during the early grading work. Your approval is requested for the assignment of Toole to this work until such time as Jordan no longer needs assistance.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA

NOTED
Highway Engineer

cc R. H. Baldock
~~C. S. Paxson~~

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UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

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OREGON
STATE HIGHWAY COMMISSION

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No. 158-B

August 12, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Grade Crossing projects FAGM 158-B and FAGH 46, the Ontario Undercrossing section of the Old Oregon Trail, to C. J. Montag & Son, Portland, Oregon, who submitted the low bid.

Very truly yours,

W. H. Lynch

W. H. LYNCH
District Engineer

RECEIVED
AUG 13 1937
FOR FILING
Const.
Projects
Grade Crossing

August 10, 1937

Mr. George Aiken
Mayor of Ontario
Ontario, Oregon

Dear Mr. Aiken:

We have a copy of a letter dated August 2 from Mr. R. Otis Smith, City Attorney of Ontario, to the Public Utilities Commissioner with reference to the obligation imposed upon Ontario of furnishing the electricity for lighting the proposed undercrossing structure in Ontario.

I am sorry that any confusion should have arisen concerning this matter. The lighting of city streets which are a part of the highway system and of structures on those streets is primarily for the benefit of the residents of the city in question. It has always been the policy of the Highway Commission to build in the lighting system in structures when the structures are built and to turn over this installation to the city for operation and maintenance. This arrangement is in effect in all cities in which the Highway Commission have built structures which require lighting.

No one in this organization has any remembrance of discussing the transference of lights from Idaho Avenue to the structure. Idaho Avenue will of course revert to the city as a city street, and the rearrangement of lights on this street is not a matter that the Highway Commission had under consideration at any time.

The estimate of $100 per month given in Mr. Smith's letter is excessive. The following tabulation gives our estimate of the cost of lighting the structure based upon commercial rates. The contract between the city and the power company should materially reduce these amounts.

Recommended Lighting

	Number	Size	WATTS Night	WATTS Day and Night
Newel Lights (Sidewalk)	14	300	4200	
Roadway Lights	8	200	1600	
Sidewalk Tunnel Lights	4	80	320	
Sidewalk Tunnel Lights	8	80		640
Bracket Lights	4	100	400	
Traffic Signal	2	60		120
			6520	760

6.52 kw x 360 hours = 2347.2 Kw-hrs.
.76 Kw x 720 hrs.= 547.2 Kw-hrs.
2894.4 Kw-hrs. per month

2894.4 Kw-hrs. at commercial rate $75, approx.

Reduced intensity

	Number	Size	WATTS Night	WATTS Day and Night
Newel lights (Sidewalk)	14	200	2800	
Roadway Lights	8	150	1200	
Sidewalk Tunnel lights	4	50	200	
Sidewalk Tunnel Lights	8	50		400
Bracket Lights	4	60	240	
Traffic Signal	2	60		120
			4440	520

4.44 Kw x 360 hrs. = 1598.4 Kw-hrs.
.52 Kw x 720 hrs. = 374.4 Kw-hrs.
1972.8 Kw-hrs. per month

1972.8 Kw-hrs. at commercial rate $60, approx.

The first tabulation is our recommendation for the lights which should be installed to provide a first class job. The size of the lights could be reduced to the second tabulation and still suffice. However, the results of this installation would not be as satisfactory as our recommended installation given in the first tabulation. We feel that the operation and maintenance of the lighting system is a relatively small burden for the city to assume in consideration of the benefits which will accrue to the city under the project, and we would ask that you give this matter yourvery earnest reconsideration.

Very truly yours,

R. H. Baldock
State Highway Engineer

Letter written in Bridge Dept.

cc J. M. Devers
G. S. Paxson

BELL, CHAIRMAN, PORTLAND
ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

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AUG 12 1937

FOR FILING
Const. +
Project
Grade Crossing

August 6, 1937

Mr. J. M. Devers
Attorney
Office

Dear Sir:

Herewith three copies of the agreement between the Union Pacific, State of Oregon, and the City of Ontario covering the Ontario Subway. This agreement was prepared by the railroad company and submitted for our approval.

They have made it a three party agreement and included the City of Ontario for the reason that the Public Utilities Commissioner's order provides that the city operate and maintain the lighting system. The Public Utilities Commissioner's order provided that the city should do this but I have a copy of a letter from the city to the Public Utilities Commissioner stating that they misunderstood the matter at the time of the hearing and are now not willing to assume the maintenance and operation cost of the lighting system.. The cities obligation is covered in the attached agreements in the first paragraph on page 3 and in the next to the last paragraph on page 6. I am sure that the city will not execute this tri-party agreement without further negotiations and would suggest that the matter of lighting be eliminated from the agreement and made the subject of a separate agreement with the city.

The first paragraph on page 4 provides that the city and state assume all taxes or assessments on the "described premises". I presume that this means the entire easement. Can the city or state properly do this?

In article 4, page 4, the project is designated as "United States Works Program Grade Crossing Project FAGM-1-158). This should read FAGM 158-B.

Article 13 beginning on page 8 of the agreement provides that the state shall restore or replace any damages to railroad property caused by itself or its contractors and subcontractors. We have provided for this on page 65 of the proposal, a copy of which is attached, by requiring the contractor to repair any damages caused by his operations; however, farther along in the above mentioned article 13 it is provided that the state

NOTED
State Highway Engineer

FOR FILING
RECEIVED
AUG 13 1937

shall protect and hold harmless the railroad company for all losses, damage, etc., including injury or death of persons which might be caused either directly or indirectly by any of the work. We will provide the railroad company with insurance covering such accidental losses, damage or injury and it would not seem to me that we should further obligate ourselves in the agreement. Section 12, page 8 of the agreement covers this insurance and it is again covered in our special provisions on page 66 of the proposal.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP EK
Enclosures

cc R. H. Baldock

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AUG 6 1937
FOR FILING
Const
Projects
Grade Crossing

RECEIVED
AUG 4 - 1937
OREGON
STATE HIGHWAY COMMISSION

August 3, 1937

Honorable E. Otis Smith
City Attorney
Ontario, Oregon

Dear Sir:

Re: P.U.C. Oregon Order No. 4621
File No. F-1629

Your letter of August 2, addressed to the Honorable N. G. Wallace, Public Utilities Commissioner, has by him been referred to me for investigation and answer.

As to the authority for the Finding of Fact and that portion of the 5th provision of Order No. 4621, permit me to submit to you the record of the testimony of the Honorable George K. Aiken, Mayor of the City of Ontario, Page 30 of the transcript of this hearing:

"DIRECT EXAMINATION

"By MR. DE SOUZA:

"Q You are Mr. George Aiken?

"A Yes, sir.

"Q You are Mayor of the City of Ontario?

"A Yes, sir.

"Q Mr. Aiken, did you hear Mr. Paxson testify to the effect that in the construction of the proposed undercrossing, lighting facilities would be provided for lighting both the pedestrian tunnels and the main highway subway?

"A Yes, sir.

"Q If that is done, and the expense of providing the initial facilities is borne under the construction operations, would the City of Ontario then be willing to provide the electrical energy for the lights and to maintain the lights after that?

"A Yes, sir, that agreement was entered into.

"Q And are you willing that the order of the Public Utilities Commissioner in this matter, if a crossing is granted, should provide for placing this obligation upon the City of Ontario?

"A Yes, sir."

Unquestionably, this evidence is full authority for both the conclusion arrived at and for the Commissioner's Order in assessing the lighting of this structure against the City, in conformity with the City's agreement with the Highway Commission. I find that officials of the Highway Commission insist that the language of the Order exactly reflects the agreement.

The cost of this structure is practically $350,000.00. It would be impossible to measure, of course, its very great value to your City. The lighting system is by no means elaborate when compared with similar structures throughout the State. We are inclined to think in this office that someone has badly overestimated the probable cost of lighting this structure. A four-lane structure of similar length in this City, much more elaborately lighted, is being lighted as follows:

Month	Kilowatt Hours Consumed	Cost
March, 1937	1403	$42.62
April, 1937	2520	74.48
May, 1937	1822	61.22
June, 1937	1660	58.14
July, 1937	1606	57.11

It appears to us that any dissatisfaction you feel with the arrangement had best be discussed with the Highway Commission, especially in view of the support of the record to the Highway Commission's assertion that that portion of the Order assessing the cost of the current to the City of Ontario, clearly reflects their understanding and agreement.

Assuring you of our continued interest, I beg to remain

Very truly yours,

T. O. RUSSELL

Chief Engineer

TOR:IM

cc--Honorable N. G. Wallace, Commissioner
--Mr. R. H. Baldock, State Highway Engineer

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[illegible] 1937

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. 46-a

POST OFFICE BUILDING
PORTLAND, OREGON

July 28, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The P.S.& E. documents for Oregon FAGH 46-A, the Ontario section of the Old Oregon Trail, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Chief of Bureau.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

RECEIVED
JUL 31 1937
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 1 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO. 158-B

POST OFFICE BUILDING
PORTLAND, OREGON

July 28, 1937.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P.S.& E. documents for Oregon FAGM Project No. 158-B, the Ontario Undercrossing Section of the Old Oregon Trail, are today being recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

Concurrence in award will be withheld pending approval of cement specifications.

Prompt submission of the bid tabulation and agreement estimate will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

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JUL 30 1937
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 30 1937
COMMISSION

RECEIVED
SEP 16 1937
FOR FILING

46-a

July 23, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Ontario Section, Project No. FAGH 46-A.

Five bid proposals and five sets of blueprint plans are being sent under separate cover. We are likewise sending five copies of ruvised project statement map.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/NE

Encl.

Oregon State Highway Department

Federal Aid Grade Crossing
Project No. FAGM 46-A

ONTARIO UNDERCROSSING SECTION OF THE
OLD OREGON TRAIL IN UNION COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, July 23, 1937

COMPLETED FEDERAL AID WORK

Final Cost, Roadway -	$ 28,661.49
Federal Aid Paid Roadway -	$ 14,330.74
Length -	0.891 mile

NEW WORK

Roadway (Sta. 20+68.3 to 31+44)

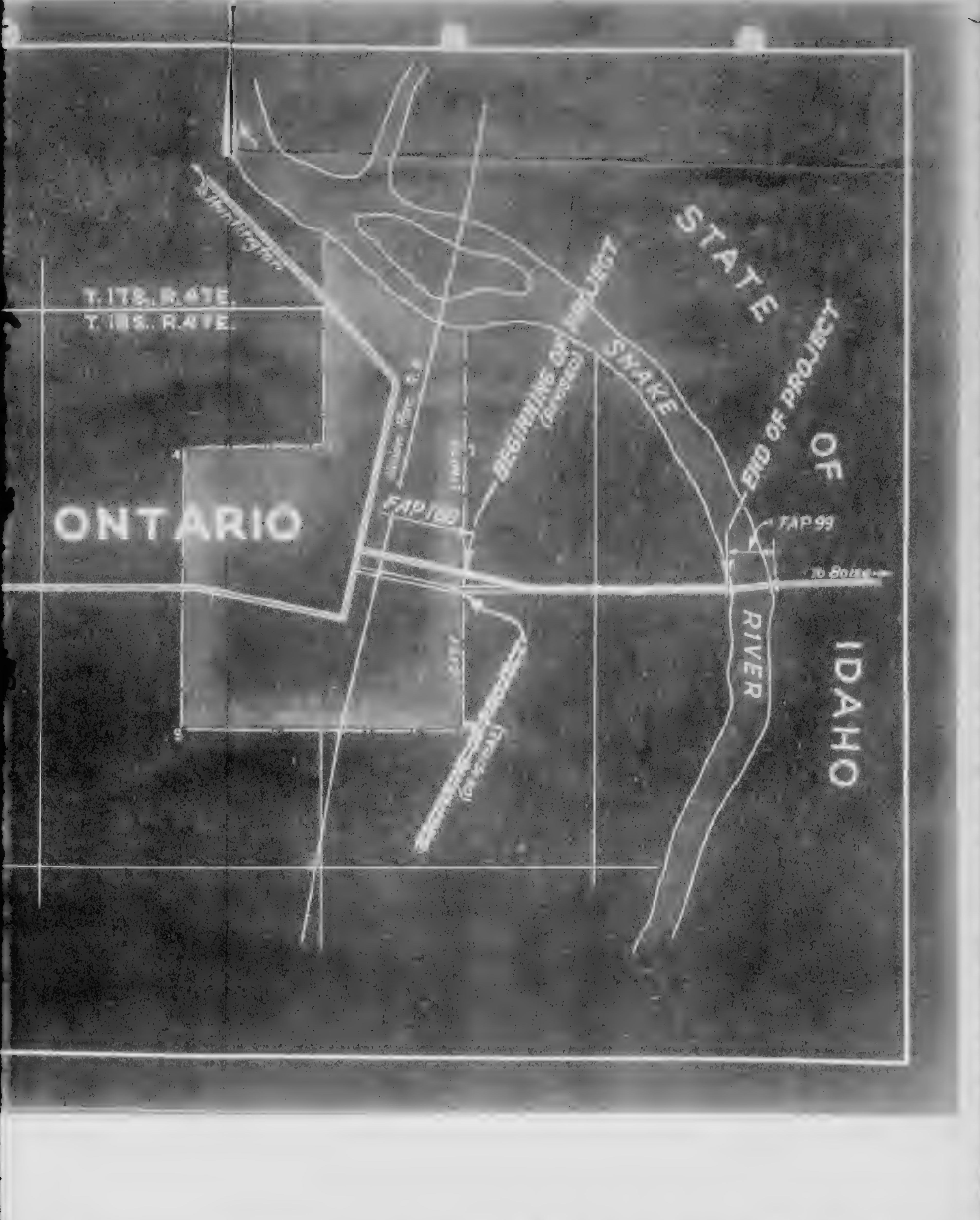
All Required		Clearing and Grubbing		$ 150.00
150	cu. yds.	Trench Excavation	$ 1.00	150.00
1,600	cu. yds.	Excavation, Single Classif.	0.50	800.00
3,800	yd. sta.	Overhaul	0.02	76.00
380	sq. yds.	Removal of Old Pavement	0.30	114.00
40	lin. ft.	12" Concrete Pipe	1.00	40.00
104	lin. ft.	18" Concrete Pipe	2.00	208.00
100	lin. ft.	24" Concrete Siphon Pipe	3.50	350.00
24	lin. ft.	Salvaging Culvert Pipe	0.75	18.00
5	cu. yds.	Class "A" Concrete in Drainage Structures	25.00	125.00
900	cu. yds.	Gravel Topping and Structural Ballast from Roadbed Excavation	0.50	450.00
230	cu. yds.	Gravel Topping and Structural Ballast from Gravel Pits	0.50	115.00
48	cu. yds.	1½" - 0" Material in Footpath	2.00	96.00
200	cu. yds.	¾" - 0" Material in Shoulders and Surfacing	2.00	400.00
110	cu. yds.	¾" - 0" Material in Cushion Course	2.00	220.00
70	cu. yds.	¼" - 0" Material in Cushion Course	2.00	140.00
50	cu. yds.	Filler	0.40	20.00
50	yd. mi.	Hauling Filler	0.20	10.00
3,000	sq. yds.	Portland Cement Concrete Pavement	2.00	6,000.00

320	lin. ft.	¾" Expansion Joints	$ 0.20	$ 64.00
1,500	lin. ft.	Contraction Joints	0.04	60.00
1,540	only	Dowels	0.20	308.00
1,050	lbs.	Tie Bars and Reinforcement	0.06	63.00
18	cu. yds.	Mineral Aggregate in Place	4.00	72.00
2.1	tons	Outback Asphalt in Place	40.00	84.00
		Subtotal		$10,133
		10% Engr. & Cont.		1,013
		Total		$11,146

Length 0.203 mile
Cost per mile $ 54,906

FAGH Funds Requested- -$ 11,146

ONTARIO - SNAKE RIVER SEC.
OLD OREGON TRAIL
MALHEUR COUNTY
T.17S. R.47E.
T.18S. R.47E.
ONTARIO


T. 17S. R. 47E.
T. 18S. R. 47E.
ONTARIO
FAP 189
CITY LIMIT
BEGINNING OF PROJECT
(REVISED)
SNAKE
RIVER
END OF PROJECT
FAP 99
To Boise
STATE
OF
IDAHO

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FOR FILING
158-B

July 23, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Ontario Section, Project No. FAGM 158-B.

Five bid proposals and five sets of blueprint plans are being sent under separate cover. We are likewise sending five copies of revised project statement map.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MB

Encl.

Oregon State Highway Department

Federal Aid Grade Crossing
Project No. FAGM 158-B

ONTARIO UNDERCROSSING SECTION OF THE OLD OREGON TRAIL IN MALHEUR COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, July 27, 1937

COMPLETED FEDERAL AID WORK

Final Cost, Roadway - $ 12,229.67
NRM Funds Paid - $ 8,850.54
Length - 0.996 mile

48' Roadway (Sta. 0+80 to 14+87)

All Required		Clearing and Grubbing		$ 250.00
65	cu. yds.	Trench Excavation	$ 1.00	65.00
26,600	cu. yds.	Excavation, Single Classif.	0.50	13,300.00
3,200	yd. sta.	Overhaul	0.02	64.00
38,900	yd. mi.	Truck Haul	0.12	4,668.00
2,000	lin. ft.	Rounding Cutbanks	0.10	200.00
50	lin. ft.	4" Cast Iron Pipe	1.50	75.00
90	lin. ft.	6" Cast Iron Pipe	2.00	180.00
900	lin. ft.	6" Metal Drain Pipe	0.80	720.00
900	lin. ft.	8" Metal Drain Pipe	1.00	900.00
80	lin. ft.	18" Concrete Siphon Pipe	2.50	200.00
10	cu. yds.	Class "A" Concrete in Drainage Structures	25.00	250.00
100	lbs.	Metal Reinforcement in Manhole Top	0.06	6.00
900	sq. yds.	Concrete Sidewalks	1.75	1,575.00
135	cu. yds.	Concrete Curb and Gutter	22.00	2,970.00
1,200	cu. yds.	Gravel Topping and Structural Ballast from Roadbed Excavation	0.50	600.00
4,000	cu. yds.	Gravel Topping and Structural Ballast from Gravel Pits	0.50	2,000.00
12	cu. yds.	1½" - 0" Material in Footpath	2.00	24.00
120	cu. yds.	¾" - 0" Material in Shoulders and Surfacing	2.00	240.00
240	cu. yds.	¾" - 0" Material in Cushion Course	2.00	480.00
150	cu. yds.	¼" - 0" Material in Cushion Course	2.00	300.00

250	cu. yds.	Filler	$ 0.40	$ 100.00
250	yd. mi.	Hauling Filler	0.20	50.00
6,500	sq. yds.	Portland Cement Concrete Pavement	2.00	13,000.00
740	lin. ft.	¾" Expansion Joints	0.20	148.00
2,400	lin. ft.	1" Expansion Joints	0.15	360.00
3,200	lin. ft.	Contraction Joints	0.04	128.00
3,270	only	Dowels	0.20	654.00
4,000	lbs.	Tie Bars and Reinforcement	0.06	240.00
52	cu. yds.	Mineral Aggregate in Place	4.00	208.00
4.8	tons	Cutback Asphalt in Place	40.00	192.00
1,700	cu. yds.	Class "B" Concrete	22.00	37,400.00
162,000	lbs.	Metal Reinforcement	0.06	9,720.00
1,640	lin. ft.	Concrete Handrail	5.00	8,200.00
1,200	sq. yds.	Asphalt Waterproofing	0.30	360.00
270	sq. yds.	Membrane Waterproofing ?	3.60	972.00
		Subtotal		$100,799
		10% Engr. & Cont.		10,079
		Total		$110,878

Length 0.266 mile

Cost per mile $ 41,683

22' Roadway (Sta. 14+87 to 20+62.3)

All Required		Clearing and Grubbing		$ 100.00
25	cu. yds.	Trench Excavation	$ 1.00	25.00
1,100	cu. yds.	Excavation, Single Classif.	0.50	550.00
1,100	yd. mi.	Truck Haul	0.12	132.00
96	lin. ft.	18" Concrete Pipe	2.00	192.00
500	cu. yds.	Gravel Topping and Structural Ballast from Roadbed Excavation	0.50	250.00
130	cu. yds.	Gravel Topping and Structural Ballast from Gravel Pits	0.50	65.00
25	cu. yds.	1¼" - 0" Material in Footpath	2.00	50.00
150	cu. yds.	¾" - 0" Material in Shoulders and Surfacing	2.00	300.00
50	cu. yds.	¾" - 0" Material in Cushion Course	2.00	100.00
30	cu. yds.	¼" - 0" Material in Cushion Course	2.00	60.00
50	cu. yds.	Filler	0.40	20.00
50	yd. mi.	Hauling Filler	0.20	10.00
1,450	sq. yds.	Portland Cement Concrete Pavement	2.00	2,900.00
140	lin. ft.	¾" Expansion Joints	0.20	28.00
750	lin. ft.	Contraction Joints	0.04	30.00
740	only	Dowels	0.20	148.00
550	lbs.	Tie Bars and Reinforcement	0.06	33.00
5	cu. yds.	Mineral Aggregate in Place	4.00	20.00
0.6	tons	Cutback Asphalt in Place	40.00	24.00
		Subtotal		$ 5,037
		10% Engr. & Cont.		503
		Total		$ 5,540

Length	0.110 mile
Cost per mile	$ 503,636

Undercrossing Structure

1,150	cu. yds.	Gravel Ballast for Temporary Tracks	$ 1.00	$ 1,150.00
110	cu. yds.	Gravel Ballast for Permanent Tracks	1.00	110.00
1,800	cu. yds.	Class "B" Concrete	22.00	39,600.00
180,000	lbs.	Metal Reinforcement	0.06	10,800.00
540,000	lbs.	Structural Steel	0.085	45,900.00
320	lin. ft.	Steel Handrail	5.00	1,600.00
All Required		Deck Plank		250.00
360	sq. yds.	Asphalt Waterproofing	0.30	108.00
270	sq. yds.	Membrane Waterproofing	3.60	972.00
All Required		Pump		1,000.00
All Required		Electric Wiring & Fixtures		5,000.00
				$106,490

Work to be Performed by O. W. R. & N. Co's Forces

All Required	Remove and Reestablish Railway and Telegraph Facilities	$ 7,000
	Subtotal	$113,490
	10% Engr. & Cont.	11,349
	Total	$124,839

Length of Structure (not included in project length) 0.010 mile

FAGM Funds Requested:

48' Roadway	$110,878
22' Roadway	5,540
Structure	124,839
	$241,257

Oregon State Highway Department

Federal Aid Grade Crossing
Project No. FAGM 158-B

ONTARIO UNDERCROSSING SECTION OF
THE OLD OREGON TRAIL IN MALHEUR COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, July 23, 1937

COMPLETED FEDERAL AID WORK

Final Cost, Roadway- -	$ 12,229.67
NRM Funds Paid -	$ 8,850.54
Length -	0.996 mile

48' Roadway (Sta. 0+80 to 14+87)

All Required		Clearing and Grubbing		$ 250.00
65	cu. yds.	Trench Excavation	$ 1.00	65.00
26,600	cu. yds.	Excavation, Single Classif.	0.50	13,300.00
3,200	yd. sta.	Overhaul	0.02	64.00
38,900	yd. mi.	Truck Haul	0.12	4,668.00
2,000	lin. ft.	Rounding Cutbanks	0.10	200.00
50	lin. ft.	4" Cast Iron Pipe	1.50	75.00
90	lin. ft.	6" Cast Iron Pipe	2.00	180.00
900	lin. ft.	6" Metal Drain Pipe	0.80	720.00
900	lin. ft.	8" Metal Drain Pipe	1.00	900.00
80	lin. ft.	18" Concrete Siphon Pipe	2.50	200.00
10	cu. yds.	Class "A" Concrete in Drainage Structures	25.00	250.00
100	lbs.	Metal Reinforcement in Manhole Top	0.06	6.00
900	sq. yds.	Concrete Sidewalks	1.75	1,575.00
135	cu. yds.	Concrete Curb and Gutter	22.00	2,970.00
1,200	cu. yds.	Gravel Topping and Structural Ballast from Roadbed Excavation	0.50	600.00
4,000	cu. yds.	Gravel Topping and Structural Ballast from Gravel Pits	0.50	2,000.00
12	cu. yds.	1¼" - 0" Material in Footpath	2.00	24.00
120	cu. yds.	¾" - 0" Material in Shoulders and Surfacing	2.00	240.00
240	cu. yds.	¾" - 0" Material in Cushion Course	2.00	480.00
150	cu. yds.	¼" - 0" Material in Cushion Course	2.00	300.00
250	cu. yds.	Filler	0.40	100.00
250	yd. mi.	Hauling Filler	0.20	50.00

	6,500	sq. yds.	Portland Cement Concrete Pavement	$ 2.00	$ 13,000.00	
	740	lin. ft.	¾" Expansion Joints	0.20	148.00	
	2,400	lin. ft.	½" Expansion Joints	0.15	360.00	
	3,200	lin. ft.	Contraction Joints	0.04	128.00	
	3,270	only	Dowels	0.20	654.00	
	4,000	lbs.	Tie Bars and Reinforcement	0.06	240.00	
	52	cu. yds.	Mineral Aggregate in Place	4.00	208.00	
	4.8	tons	Cutback Asphalt in Place	40.00	192.00	
	1,700	cu. yds.	Class "D" Concrete	22.00	37,400.00	
	162,000	lbs.	Metal Reinforcement	0.06	9,720.00	
	1,640	lin. ft.	Concrete Handrail	5.00	8,200.00	
1200 Sq.	~~1,2[illegible]~~	~~lin. ft.~~	~~Build-Up Water Stop~~ Asphalt Waterproofing	~~6.50~~ .30	~~[illegible]~~	360.00
270 "	~~4,[illegible]~~	~~sq. yds.~~	Membrane Waterproofing	3.60	~~15,[illegible]~~	972.00
			Subtotal		~~$1[illegible]~~	100799
			10% Engr. & Cont.		~~12,[illegible]~~	10079
			Total		~~$134,840~~	110,878

Length 0.266 mile

Cost per mile $ 50,691 41,683

22' Roadway (Sta. 14+87 to 20+68.3)

All Required		Clearing and Grubbing		$ 100.00
25	cu. yds.	Trench Excavation	$ 1.00	25.00
1,100	cu. yds.	Excavation, Single Classif.	0.50	550.00
1,100	yd. mi.	Truck Haul	0.12	132.00
96	lin. ft.	18" Concrete Pipe	2.00	192.00
500	cu. yds.	Gravel Topping and Structural Ballast from Roadbed Excavation	0.50	250.00
130	cu. yds.	Gravel Topping and Structural Ballast from Gravel Pits	0.50	65.00
25	cu. yds.	1¼" - 0" Material in Footpath	2.00	50.00
150	cu. yds.	¾" - 0" Material in Shoulders and Surfacing	2.00	300.00
50	cu. yds.	¾" - 0" Material in Cushion Course	2.00	100.00
30	cu. yds.	¼" - 0" Material in Cushion Course	2.00	60.00
50	cu. yds.	Filler	0.40	20.00
50	yd. mi.	Hauling Filler	0.20	10.00
1,450	sq. yds.	Portland Cement Concrete Pavement	2.00	2,900.00
140	lin. ft.	¾" Expansion Joints	0.20	28.00
750	lin. ft.	Contraction Joints	0.04	30.00
740	only	Dowels	0.20	148.00
550	lbs.	Tie Bars and Reinforcement	0.06	33.00
5	cu. yds.	Mineral Aggregate in Place	4.00	20.00
0.6	tons	Cutback Asphalt in Place	40.00	24.00
		Subtotal		$ 5,037
		10% Engr. & Cont.		503
		Total		$ 5,540

Length 0.110 mile
Cost per mile $ 503,636

Undercrossing Structure

1,150 cu. yds.	Gravel Ballast for Temporary Tracks	$ 1.00	$ 1,150.00	
110 cu. yds.	Gravel Ballast for Permanent Tracks	1.00	110.00	
1,800 cu. yds.	Class "D" Concrete	22.00	39,600.00	
180,000 lbs.	Metal Reinforcement	0.06	10,800.00	
540,000 lbs.	Structural Steel	0.085	45,900.00	
320 lin. ft.	Steel Handrail	5.00	1,600.00	
All Required	Deck Plank		250.00	
360 Sy ~~270 lin. ft.~~	~~Built-Up Water Stop~~ Asphalt Waterproofing	~~6.50~~ .30	~~1,755.00~~	108.00
270 sy ~~1,500 sq. yds.~~	Membrane Waterproofing	3.60	~~5,400.00~~	972.00
All Required	Pump		1,000.00	
All Required	Electric Wiring & Fixtures		5,000.00	
			$ ~~112,565~~	106,490

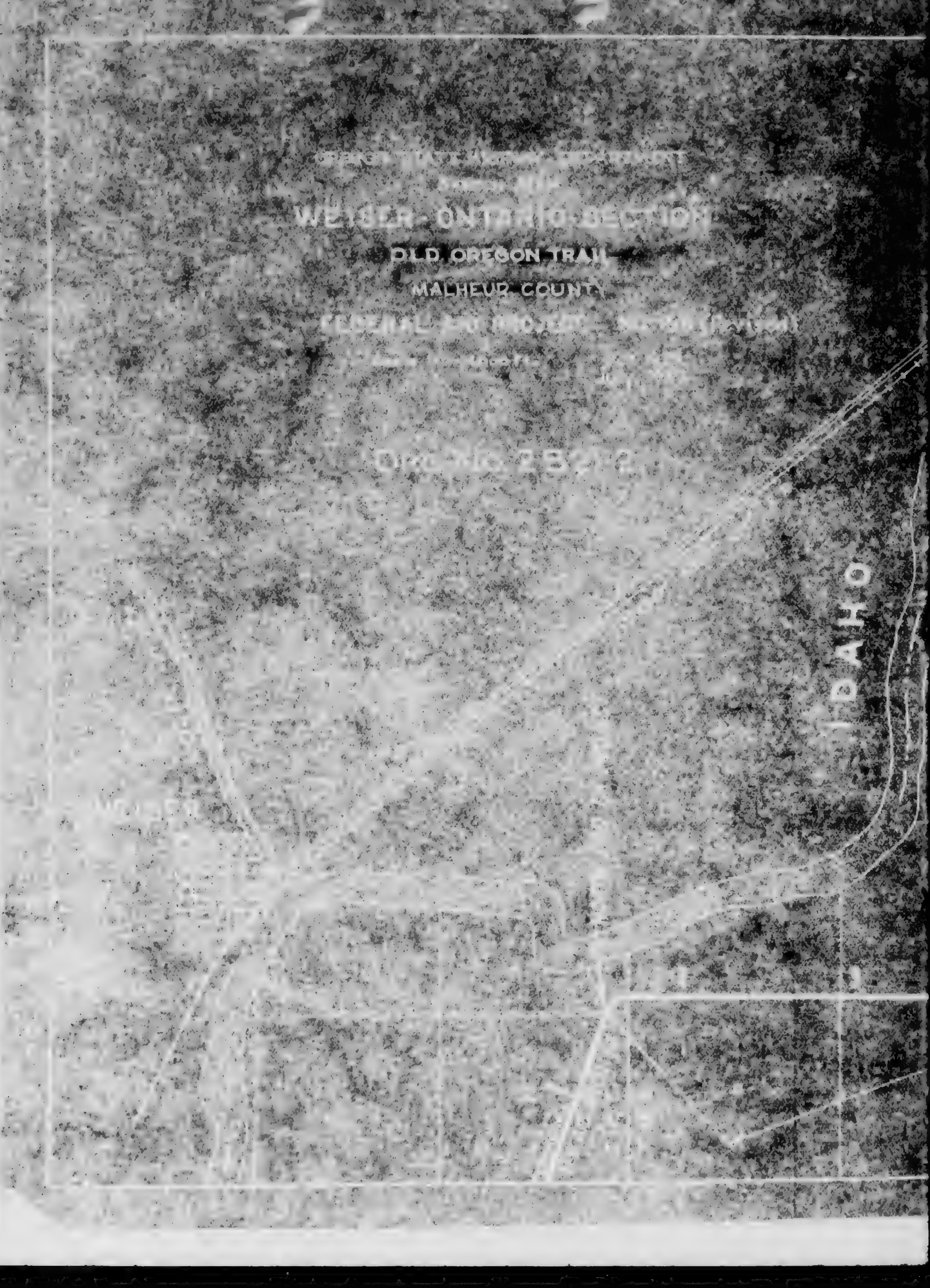
Work to be Performed by O. W. R. & N. Co's Forces

All Required	Remove and Reestablish Railway and Telegraph Facilities	$ 7,000	
	Subtotal	$ ~~119,565~~	113,490
	10% Engr. & Cont	~~11,956~~	11,349
	Total	$ ~~131,521~~	124,839

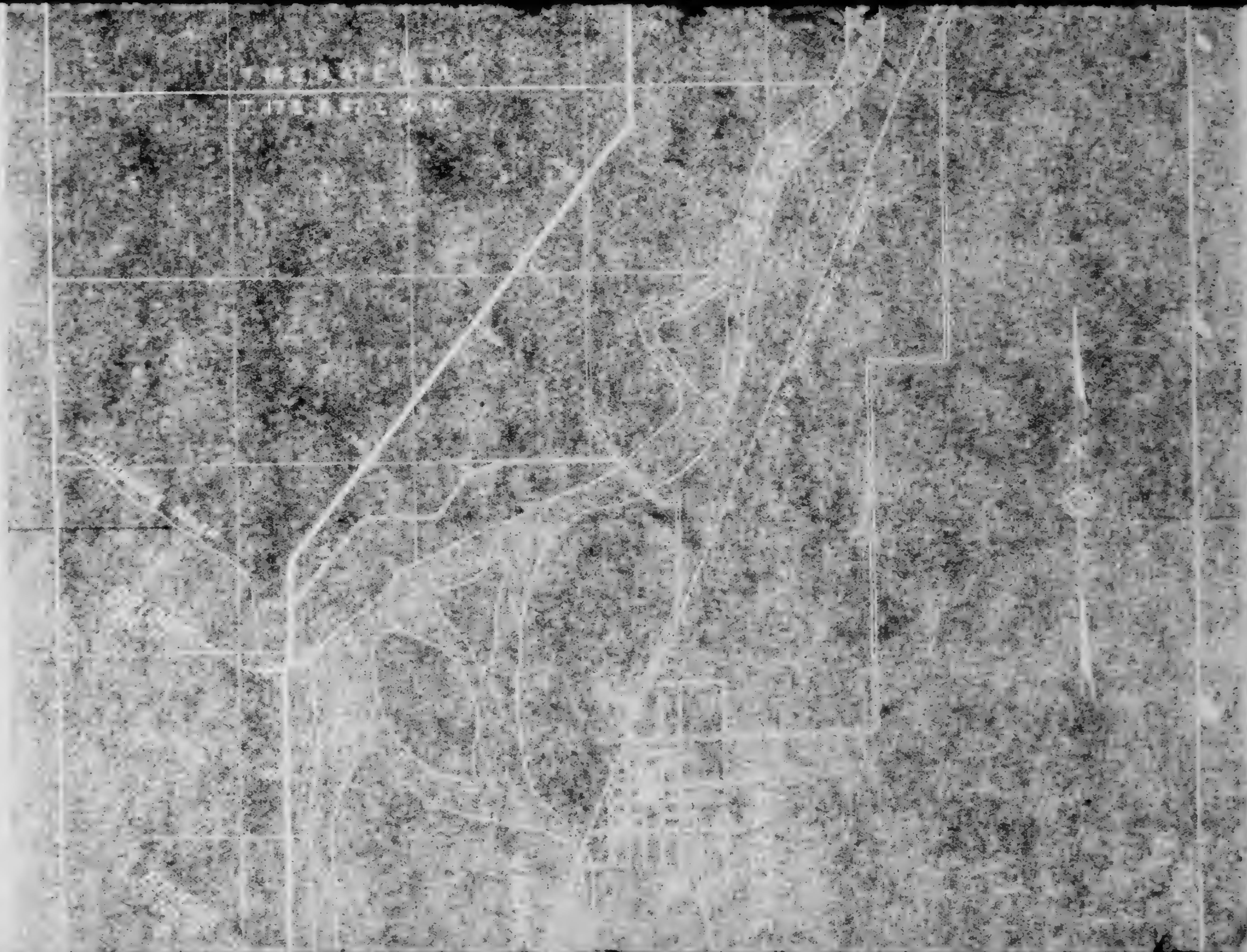
Length of Structure (not included in project length) 0.010 mile

FAGM Funds Requested:

48' Roadway- -	$ ~~134,840~~	110878
22' Roadway- -	5,540	
Structure- -	~~131,521~~	124,839
	$ ~~271,901~~	241,257


OREGON STATE HIGHWAY DEPARTMENT
WEISER - ONTARIO SECTION
OLD OREGON TRAIL
MALHEUR COUNTY
FEDERAL AID PROJECT
Dwg. No. 2B212
IDAHO
WEISER

IDAHO
OREGON



PAYETTE

158-B

Form 20-1 (First of intermediate Sheet)

C. S.

SHEET ____ OF ____ SHEETS

WORK ORDER AUTHORITY—Detail of Estimated Expenditures

UNION PACIFIC RAILROAD COMPANY

Engineering DEPARTMENT Idaho DIVISION July 21, 1937

LOCATION: Ontario, Oregon. (1st Ave. N.)

DESCRIPTION: Construct and remove temporary trackage, remove and restore permanent trackage, rearrange wire lines and furnish inspector and watchman or flagman.

General Manager's No. ____
State ____
Valuation Section No. ____
Department No. ____

R. and E. ACCT. No.	DESCRIPTION	QUANTITY	UNIT	UNIT COST	LABOR	MATERIAL OR TRANSPORTATION CHARGES	TOTAL CHARGEABLE TO State of Oregon	
	Salary and expense of inspector				2000	600	2600	
	Wages and expense of flagmen and watchmen				1200	200	1400	
	Remove and restore permanent trackage				900		900	
	Rearrange telegraph line				180	70	250	
	Rearrange signal line				180	420	600	
	Temporary Track							
	Ties					475		
	Rail					450		
	Other Track Material					305		
	Track laying and surfacing incl. maintenance during construction of subway.				1490			
	Freight on Material					150	2870	
					5950	2670	8620	
	Less estimated salvage value of track material recovered from temporary tracks						840	
							$ 7780	

15-8-1

6

RECEIVED
JUL 19 1937
FOR FILING
Const
Projects
Grade Crossings

July 16, 1937

Mr. George Aiken
Mayor of City of Ontario
Ontario, Oregon

Dear Mr. Aiken:

I refer to your request for a 12-inch water main under or alongside the undercrossing soon to be constructed in Ontario.

While it did not occur to me while talking with you, it has since come to my mind that federal regulations prevent the use of federal money on work of that kind, except when the work is in the nature of a replacement of an existing facility which is destroyed or interferred with by the construction of the highway.

As the installation of the water main is neither made necessary by nor occasioned by the construction of the undercrossing, the use of state money for that purpose would be very definitely a diversion of road money to purposes other than highway construction and maintenance and, therefore, inadvisable, if not unlawful.

If the City of Ontario is willing to stand the expense of the installation, we will be glad to arrange with our contractor to do the work, but otherwise we will be unable to have the pipe placed.

Very truly yours,

State Highway Engineer

FORM 3-M-1 1M 12-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

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6

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RECEIVED
JUN [illegible] 1937
OREGON
STATE HIGHWAY COMMISSION
IN REPLY PLEASE
REFER TO FILE No.

June 11, 1937

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
R. McCulloch

Attention Mr. H. G. Smith
Construction Engineer

Dear Sir:

In the financial setup for the Ontario Undercrossing project, there should be included $200 for the construction of 800 square yards of type O-9 oil mat wearing surface on the approach of East Second Street between Idaho Avenue and the proposed highway.

The plans as submitted provided for gravel surfacing of this street, but it appears to me that an oiled surface should be provided for the reason that the users of this street were formerly provided with paved outlet to the business district of Ontario via Idaho Avenue or the existing highway.

Owing to the small amount of oiling work required, the work should be performed by State Forces and not included in the contract bid items.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA

cc R. H. Baldock
G. S. Paxson

FORM 9/8-1 "SR" 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

158 E

6

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

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JUN 21 1937
FOR FILING
Const
Projects
Grad Crossing

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

NOTED
G. R. McCullough

June 17, 1937

Bureau of Public Roads
Box [illegible]
Portland, Oregon

Re: Ontario Undercrossing

Gentlemen:

Unforeseen difficulties have arisen on the design of the Ontario Undercrossing which make it necessary to postpone the receiving of bids on this project until the August meeting of the Commission.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

GSP MK
cc H. C. Smith
S. H. Probert
R. H. Baldock

FORM 5-E-1 1M 12-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

FOR FILING
Const
Projects
[illegible]

NOTED
State Highway Engineer

June 15, 1937

Mr. R. H Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

Listed among the records submitted to you yesterday in connection with the Ontario Undercrossing was platted cross-sections. I am sorry to advise that the sections submitted were of side streets and not the platted sections of the subway proper.

The correct cross sections are being submitted this date by express.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA

cc R. H. Baldock ✓
G. S. Paxson
S. M. Probert

FORM 5-M-1 1M 12-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

June 14, 1937

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I am enclosing herewith my estimate of cost and special provisions for the grading and surfacing work in connection with the Ontario Undercrossing project.

I am assuming that all specifications for the structure proper will be furnished by Mr. Paxson's office.

By express, there is being forwarded to you platted cross sections, typical sections and a profile of East Second Street, to accompany the specifications, also marked copy of map and profile.

I wish to explain several items pertaining to the special provisions:

You will note that I am specifying that gravel topping shall be material selected from the undercrossing excavation. A test hole excavated to grade indicated a sufficient amount of suitable gravel for use as topping. This will eliminate the necessity of purchasing a gravel pit for the project, as the contractor can secure aggregates necessary for concrete work and the small amount of surfacing involved from the Ontario commercial plant. Should the contractor wish to secure materials from State owned property such materials are available at the State owned gravel pit located .2 mile north of Old Oregon Trail, mile point 418.7, this location being approximately 2.5 miles north from the west end of the project.

I believe the specifications clearly explain all necessary work in connection with changing of water mains, etc., with exception of a 12 inch water main which the city of Ontario is requesting. The city desires to have a 12 inch concrete or cast iron water main

NOTED
State Highway Engineer

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. G. Smith, Construction Engineer
Subject: Ontario Undercrossing, estimate
of cost and special provisions

Page #2
6-14-37

installed through the limits of the structure proper for future use. This matter was discussed with Mr. Baldock by Mayor George Aiken, so he informs me, but I do not know whether or not approval was given. If such approval should be extended, the plans should make provisions for inclusion of the 12 inch pipe line along the structure. The best place would appear to me to be immediately under the sidewalk, which would be outside the retaining walls of the underpass.

The concrete pavement should be four lanes in width as far east as the east line of Second Street East. From Second Street East to the east end of the project, two lanes will be sufficient. It is not necessary to remove any of the existing pavement where connections are made thereto at either end of the project, as the new pavement can be fitted to the existing pavements.

As far east as East Second Street there should be a concrete sidewalk on each side of the roadway and from Second Street to the east end of the project, a gravel footpath along the south side of the right of way line.

For a connection from Idaho Avenue to the underpass, East Second Street should be improved by grading and surfacing with crushed gravel. Also, a concrete sidewalk should be constructed along the west side of East Second Street between Idaho Avenue and the new roadway.

The original plans contemplated the improvement of East Third Street, but due to a revision in the grade line, which brings the east end of the undercrossing to approximate Station 9, East Second Street can be improved, which will be much better than East Third Street due to its near proximity to the city center. It is for this reason that the profile for East Second Street is being submitted to supplant the East Third Street profile, which is shown on the general profile.

The revision in the grade line has also eliminated the necessity of salvaging and reinstalling new 4 inch water main at Station 10+32 and this item can be eliminated from the bid items.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA enc.
cc R.H.Baldock, C.S.Paxson,

RECEIVED
JUN 14 1937
FOR FILING

Const.
Projects
Grade Crossing

June 11, 1937

Mr. Henry F. Cabell
Chairman
Oregon State Highway Commission
Failing Building
Portland, Oregon

Dear Sir:

At the Public Utilities Commissioner's hearing on the Ontario grade separation Monday Mr. George Aiken, Mayor of Ontario, spoke to Mr. [illegible] concerning the installation by the state of a water main paralleling the new structure and connecting the two sections of the city. He stated that this had been discussed with the Commission at the time of the hearing on the change of route and that he had been given to understand that the Commission looked favorably upon this installation by the state.

This is not a replacement of a service destroyed or interrupted by our construction but is entirely a new installation. It is doubtful if the Bureau of Public Roads will consider it eligible for federal funds. I have not been advised of any action of the Commission in this matter and would ask as to your wishes concerning it.

Very truly yours,

R. H. Baldock
State Highway Engineer

File L 964

June 9, 1937

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Const Projects
Grade Crossing

NOTED
State Highway Engineer

Memorandum re Ontario Undercrossing:

Hearing on this matter was held before T. O. Russell, Chief Engineer, and John R. Bagley, Jr., Traffic Engineer, sitting as Special Examiners for the Public Utilities Commissioner, at 1:30 o'clock P. M. on Monday, June 7, 1937, in the City Hall at Ontario.

Appearances were as follows:

J. W. DeSouza, Assistant Attorney, for petitioner,
Oregon State Highway Commission
F. J. Betz, Attorney, for Union Pacific Company
E. Otis Smith, City Attorney, for the City of Ontario
M. A. Biggs, District Attorney, for Malheur County
G. R. Hoffman, as an individual
J. D. Bennett, as an individual

The State amended its petition both in the title and in the body to substitute the words "Oregon Short Line Railroad Company" for and in lieu of "Oregon-Washington Railroad & Navigation Company". Union Pacific Company amended its answer to allege public necessity for closing the existing grade crossings on Idaho Avenue after the construction of the new subway and the opening of the same to traffic.

No contest developed between the State, City, County, and Railroad Company and the undercrossing order will be issued upon the terms prayed for.

Mr. J. D. Bennett as an individual protested the closing of the existing crossing in so far as it affected access from Oregon Street over Idaho Avenue to the freight depot. After the hearing Mr. Russell and Mr. Bagley examined the situation and advised that the first two tracks on the west side will be left open so as to provide access to the depot. These are designated as industrial spur and house track on Bridge Drawing No. 6256. The next two tracks, consisting of the house track and main line track on the east side of the freight depot, will be closed.

Mr. G. R. Hoffman appeared and attempted to raise the question of damages to Block 66, which is between East First North and East Second North, on account of change in grade in North First Avenue East. The Examiner refused to entertain any objections on this point and took the position that questions of damages to adjacent property were items in which the Public Utilities Commissioner is not interested, as such matters lie solely within the province of the State Highway Commission.

After the conclusion of the hearing Mr. Russell stated that an order would issue and that if we so desired we might proceed with the advertising and contracting of the construction, stating that it probably would be a matter of some three weeks before he could get out the order. He agreed, however, to verify this by letter so that we will have something definite in our files on the matter.

Mr. W. C. Williams, Mr. G. S. Paxson, Mr. John Beakey, and Mr. George Aiken, Mayor of Ontario, appeared for the State. Mr. Aiken agreed that the order might contain provisions to the effect that after the initial furnishing of the lighting facilities for the roadway and pedestrian tunnels in the construction the City of Ontario thereafter will be obligated to provide electricity for and maintain the lighting system.

J. W. DeSOUZA
Assistant Attorney

JWD:AW
cc Mr. R. H. Baldock
Mr. G. S. Paxson
Mr. S. H. Probert
Mr. H. G. Smith
Mr. W. C. Williams

FORM [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

Const Projects. Grade Crossing

RECEIVED
MAR 18 1937
FOR FILING

March 16, 1937

R 4329

Mr. G. S. Paxson
Bridge Engineer
Office

NOTED
State Highway Engineer

Dear Sir:

We have received several descriptions involving a grade crossing elimination project in the City of Ontario.

Will you please advise as to whether or not this project is far enough advanced so that we should submit the petition to the Public Utilities Commissioner for the elimination? If it is, we, of course, should have the standard maps and data called for by the Commissioner's regulations so that the petition may be prepared in due form.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

JWD:AW
cc Mr. R. H. Baldock
Mr. H. G. Smith

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MAY 12 1937
FOR FILES
Const
Proposals
Grade Crossing

March 12, 1937

Mr. G. S. Paxson
Bridge Engineer
Building

Dear Sir:

This note is simply to inform you that the State Highway Commission at its meeting on March 10 approved the Ontario undercrossing structure for 50 foot roadway notwithstanding that a structure of this width would cost approximately $66,000 more than a structure providing for a 30 foot roadway.

Very truly yours,

HBG:MC
A.M.
cc - Mr. Baldock

Secretary

CONTRACT# [redacted] 2002

FAGM 130-A Union Ave. Br. over Sulli- 1937
van Gulch, Pacific Hwy. East
#2002

RECEIVED
NOV 25 1940
FOR FILING

Copy for State Hwy Dept
Salem

STATE HIG SSION

November 8, 1939

Mr. E. Lancaster
Auditor of Disbursements
Union Pacific Railroad Company
Omaha, Nebraska

Dear Sir:

Receipt is acknowledged of your letter of October 31, file D-237-33-3-J, in connection with Mr. Richardson's audit of your bill No. 319290 covering the widening of the Union Avenue viaduct across Sullivan's Gulch in Portland, Oregon Federal Aid Grade Crossing project FAGM 130-A (sm).

The last paragraph of your letter states that you will adjust your bill providing the suggested adjustment meets with our approval. Our Washington office makes any necessary reductions in payments to the State, based on information furnished by you and the State, and recommendations of this office. We do not require submission of a revised bill, and we assume that the State highway department will simply make the reduction in payment to you after receiving payment of its voucher for the improvement.

Very truly yours,

W. H. LYNCH
District Engineer

#2002

RECEIVED
AUG 18 1938
FOR FILING
700 M 1130-4
C

August 17, 1938

Mr. S. Murray,
Resident Engineer,
Union Pacific Railroad Company,
Pittock Block,
Portland, Oregon.

Dear Sir:

Reference is made to your letter of August 16th concerning the Averill & Corbin Contract No. 2002, remodel and widen bridge over Sullivan Gulch on Union Avenue in Portland.

You are advised that the above contract was completed June 26, 1938, and was accepted by the Highway Commission on June 30th, 1938.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#2007

UNION PACIFIC RAILROAD COMPANY

OPERATING DEPARTMENT

S. MURRAY,
RESIDENT ENGINEER

PORTLAND, OREGON

RECEIVED
AUG 17 1938
STATE HIGHWAY COMMISSION

August 16,1938

Mr.R.H.Baldock,
State Highway Engineer,
Salem,Oregon

Dear Sir:

In order that we may answer inquiry from the contractor's surety, will you please advise date your contract with Averill and Corbin for reconstruction of Union Avenue viaduct over Sullivan's Gulch in Portland, was completed and work accepted by the State.

Yours truly,

S MURRAY

REFERRED TO
SECRETARY

prepare answer

RECEIVED
JUL 19 1938
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE NO. Fagm 130-a

July 18, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FAGM 130-A, Union Avenue in Portland, was made by a representative of this office on June 30, 1938.

Three copies of the agreement with the railroad company for the construction of this project should be forwarded this office with or prior to the final voucher, prompt submission of which will be appreciated.

Yours very truly,

W. H. LYNCH
District Engineer

By T. M. Davis
T. M. Davis
Highway Engineer

Jan

RECEIVED
JUL 14 1938
FOR FILING
130-a

#2002

July 12, 1938

Great American Indemnity Company,
Harvey Wells Insurance Agency, Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2002 for the construct and remodeling of the Sullivan Gulch Brudge on Union Avenue in Portland, has been completed by the contractors, Averill & Corbin, and that final settlement will be made by the State with said contractors for work done under said contract on or after July 22, 1938.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $64,645.31, including the final payment. Of this amount $5,846.44 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FORM 8-8-1 1M 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

RECEIVED

130-C

605 Weatherly Bldg.
June 9, 1938

RECEIVED
26-1026
JUN 10 1938
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: C. B. Paxson
Re: Union Avenue Bridge over Sullivan's Gulch

Dear Sir:

Herewith a letter from J. T. Skelton concerning an informal release from the Northwestern Ice & Cold Storage Co. Shortly after the piledriving started an employe working in the building told Mr. Skelton of some cracks in the floor which he had never noticed before and thought were due to our piledriving in that vicinity. Later you will remember Mr. Henningsen of that company at one time suggested that we should clean up around their building and the contractor has completed a good clean-up, including old concrete from the city's previous work.

To avoid possible future argument or claim, it appeared advisable at this time to secure a release from the owners. I suggest that Mr. Skelton's last paragraph be rewritten, as follows:

"If you feel that your properties have not been damaged by the contractor's operations, please sign and return the enclosed letter".

and then below write

"The contractor for the widening of Sullivan's Gulch Bridge on Union Avenue has completed and cleaned up the job in a manner satisfactory to us and without damage to our property.

NORTHWESTERN ICE & COLD STORAGE CO.

By________________________________"
E. F. Henningsen, Manager

If you deem such a letter advisable, please send it from your office or advise me and we will send it to the company and attempt to secure signature by the time the contract is completed next week.

Very truly yours,

NOTED
State Highway Engineer

E. A. COLLIER
DIVISION ENGINEER

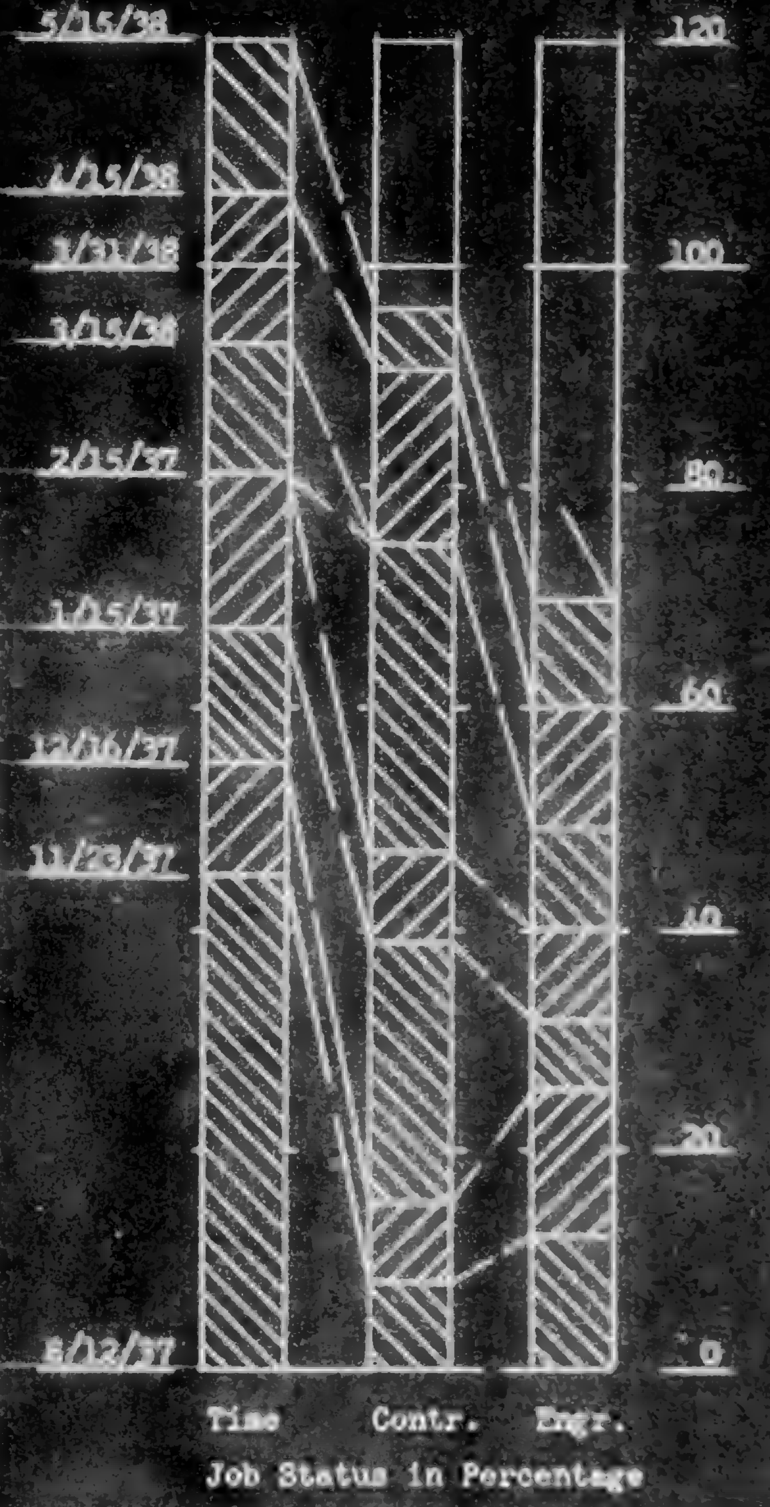
EAC:DP
CC R. H. Baldock
Encl.

FAGM 130-A

PROJECT — — Union Avenue Bridge over Sullivan's Gulch
DESCRIPTION — Remodel and Widen Existing Structure
CONTRACTOR — Averill & Corbin
RESIDENT ENGINEER — J. T. Skelton
CONTRACT AMOUNT — $61,960.00 Engr. $3982.00
DATE OF CONTRACT — August 12, 1937
WORK BEGUN — — October 21, 1937
COMPLETION DATE — March 31, 1938
DATE COMPLETED
JOB 2350 CONTRACT 2092 F.A.P. FAGM 130-A

CONSTRUCTION DATA

Contractor's Estimate				Engineering		To Complete	
No.	Date	Amount	To Date	Amount	To Date	Contract	Engr.
1	11/23/37	5,321.80	5,321.80	500.00	500.00	63,092.20	3482.00
2	12/16/37	4,708.70	10,030.50	500.00	1000.00	54,108.50	2982.00
3	1/15/37	15,667.92	25,698.42	250.00	1250.00	37,030.58	2732.00
4	2/15/37	5,004.23	30,702.65	350.00	1600.00	35,666.35	2382.00
5	3/15/38	18,884.86	49,587.51	350.00	1950.00	15,950.00	2032.00
6	4/15/38	9,336.99	58,924.50	450.00	2400.00	6,093.82	1582.00
7	5/15/38	4,323.56	63,248.06	330.00	2730.00	2,711.94	1252.00



Job Status in Percentage

130-a

COPY

605 Weatherly Bldg.
May 16, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: G. S. Paxson

Dear Sir:

Herewith Monthly Estimate for the West Fork Dairy Creek Contract No. 2041 and for the Sullivan's Gulch Contract No. 2002.

We sent you the Estimate for Cook's Crossing last Saturday, May 14th. This completes the Monthly Estimates from this Division for May 15th.

Accompanying the Estimate for Sullivan's Gulch are bills for Extra Work Orders No.'s 1, 2, 3, 4, 5 and 6. In addition to the regular items on these bills Mr. Skelton has shown the omitted public liability and property damage insurance to cover the payrolls submitted with this Estimate and to cover the payrolls on the Force Account previously submitted. This is in accordance with the contract as discussed with you Thursday.

The rate, such as .00581, is shown on the bill from the insurance company, a copy of which was sent you by Mr. Skelton on May 11th. This rate applying to the payroll plus 15% for the contractor's profit is the amount due the contractor.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
H. G. Smith

FORM 5-6-1 1M 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

605 Weatherly Bldg.
May 2, 1938

NOTED

RECEIVED
MAY 3 - 1938
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: G. S. Paxson

Dear Sir:

Herewith Order for Extra Work prepared by J. T. Skelton to cover removal of waste concrete from private property at the northwest corner of the Sullivan's Gulch Bridge. The contractor has removed all waste from private property placed there during his operations, but this material was left there by the city's contractor about eight years ago.

I asked Mr. Fowler, Bridge Engineer for the city, if he remembered any arrangements being made to leave this material on private property. He did not remember any such arrangement being made and thought possibly the contractor might have made some sort of deal, but under the circumstances I think we should remove this material from private property, placing it on the right of way.

I hope this will not cost $150 and, therefore, recommend a Force Account rather than a Price Agreement.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
H. G. Smith
Encl.

[illegible]
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. [illegible]
[illegible]

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM
G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

7agm1130-a

April 27, 1938.

Mr. Carl Smith
Auditor
Office

Dear Sir:

Herewith invoice from Bates, Lively & Pearson covering premium on Occidental Indemnity Company Employer's Liability Policy EMP L1849 in the amount of $350.00. This covers the railroad's liability for their own employees due to construction operations on the Sullivan's Gulch Overcrossing.

Very truly yours,

G. S. Paxson
Bridge Engineer

NOTED

GSP DK
Attachment
cc R. H. Baldock
J. M. Devers

[illegible] 1M 11-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

605 Weatherly Bldg.
April 8, 1938

RECEIVED
APR 12 19
FOR FILING

130-A

RECEIVED
APR 9 - 1938
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Dear Sir:

Reference is made to a letter from the Northwestern Ice & Cold Storage Co., dated March 25th, complaining about conditions at the Sullivan's Gulch Bridge on Union Avenue. Mr. J. T. Skelton has talked to W. F. Henningsen, Manager. Our contractor has made repairs to the sidewalk and the sidewalk is now open without obstruction.

Mr. Henningsen was advised that our contractor will clean up the rock and material on their property on completion of the job. Some of this material was left there by the City of Portland in 1930, but I think we should do a good job of cleaning up anyway.

Herewith a copy of a report by J. T. Skelton. I believe we will have no further complaint with respect to the sidewalk or rubbish.

Very truly yours,

E. A. Collier

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC G. S. Paxson

Encl.

FORM 9-A-1

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

235 N.E. Union Ave.,
Portland, Oregon.
April 7, 1938.

Mr. E. A. Collier,
Division Engineer, O.S.H.C.,
Room 605 Weatherly Bldg.,
Portland, Oregon.

Re: Complaint - Northwestern Ice & Cold Storage Co.

Dear Sir:

Following a telephone conversation between myself and Mr. Henningsen of this date, Mr. Henningsen visited my office this A.M. and discussed the subject matter of his letter to Mr. R. H. Baldock under date of March 25, 1938.

Mr. Henningsen stated that the matter of the walk related to the contractor's construction at the southeast corner of their building and was called to their attention by the city instead of to the contractors, Averill & Corbin. The construction work by the contractors has been completed at this point, the walk is in good condition and is open without obstruction to the traveling public.

Mr. Henningsen stated that the rubbish pile at the base of their building probably should have been called to the attention of the City of Portland as it was placed there by them in the widening operations of 1930. He stated, however, that this material had been spread to some extent by the contractors due to their present work. I informed him that such material as had been spread would be moved by the contractors and the site would be left in as presentable appearance as it was prior to our construction.

Inquiry was also made in regard to pile driving conditions and pile penetrations as his firm has considered extensions to their present building. In this regard, I showed Mr. Henningsen my record of the pile penetrations below elevation 20.0 U.S.C. & G.S. Datum for bents 7 to 11A west. His attention was also called to the settlement on the old bents and to the apparent distortion of the center of the old bridge in a westerly direction.

Yours very truly,

J. T. Skelton

J.T. Skelton, Res. Br. Engr.

Inclosure (3 letters)
c.c. Mr. G. S. Paxson.

FORM 5-8-1 1M 11-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

RECEIVED APR 8 1938

FOR FILING

130-a

605 Weatherly Bldg.
April 7, 1938

RECEIVED
1938
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Attention: G. S. Paxson

Dear Sir:

Herewith letter from J. T. Skelton concerning the contractor's claim for adjustment on Sullivan Gulch Bridge contract. The contractor's claim is based on the under-run in length and number of piling required for foundation. It appears to me just that the state should compensate the contractor for that part of his falsework costs and pile-driver erection costs which would normally be covered in the contract price for piling per feet in place, but which now stand on the contractor's books as a loss in the under-run in piling required. The cost of rebuilding the driver, however, is a part of his driving costs and it is fair to assume that had he driven the remainder of his piling some other unforeseen accident or extra cost might have happened.

I understand it has been customary for such adjustments to be covered by Price Agreements written up in your office and I recommend that such a Price Agreement be written up covering our fair portion of the falsework costs and pile-driver erection costs.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
Encl.

FORM B-2-1 2M 12-37
Commissioners
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
APR 4 1938
FOR FILING

130-a

April 2, 1938

Mr. L. A. Collier
Division Engineer
605 Weatherly Building
Portland, Oregon

Dear Sir:

Please note attached copy of a letter from Mr. Baldock to the Northwestern Ice and Cold Storage Company also a copy of their letter to me. Please look into this matter and see if this company has any cause for complaint.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP DK
Attachments
cc R. H. Baldock ✓

NOTED

RECEIVED
APR 4 1938
FOR FILING

April 2, 1938

Northwestern Ice & Cold Storage Company
78 Southeast Washington Street
Portland, Oregon

Attention: Mr. W. F. Henningsen
Manager

Gentlemen:

Reference is made to your letter of March 25th concerning your property at 411 Northeast Union Avenue. This matter is being referred to our Division Engineer for immediate investigation. The state has no intention of damaging any of the property adjacent to this project and will require that any damage which is done is repaired by the contractor doing the work.

We have required the contractor to carry public liability and property damage insurance covering all of his operations on this project, and in addition we require that he conduct his operations in the safest possible manner.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc E. A. Collier
G. S. Paxson

REFERRED TO
Mr. Pa[illegible]
By State Highway Engineer

Prepare a reply
to this for my
signature at once.

NORTHWESTERN
COLD STORAGE COMPANY
OFFICE AND MAIN PLANT
S. E. WASHINGTON ST.   PHONE EAST 3143
PORTLAND, OREGON

AFFILIATED WITH
PACIFIC REFRIGERATING CO.
TACOMA, WASHINGTON
KENT, WASHINGTON

W. F. HENNINGSEN, JR.
MANAGER

RECEIVED
MAR 28 1938
STATE HIGHWAY COMMISSION

Mar 25, 1938

RECEIVED
APR 1 1938

examination of our properties at 411 N. E.
he writer has noticed that your men in making
r the driving of piles near our building threw
ty of rock and material on our property and
up the property to quite an extent.

In addition we have been notified by the City of Portland to repair our sidewalks on this property, and we find that they have been torn up and disturbed by reason of the construction work carried on by your department.

While undoubtedly it is your intention to take care of these matters, we thought it well to call them to your attention at this time. We further wish to advise that should there be any accident or damage as a result of construction work now going on as it pertains to our property, we will naturally look to the State for satisfaction.

Yours truly,

NORTHWESTERN ICE & COLD STORAGE COMPANY

By W. F. Henningsen
Manager

WFH:np

BRANCH PLANTS
411 N. E. UNION AVE
111 S. E. BELMONT STREET
PORTLAND, OREGON

W. F. HENNINGSEN
MANAGER

NORTHWESTERN
ICE & COLD STORAGE COMPANY
OFFICE AND MAIN PLANT
73 S. E. WASHINGTON ST. PHONE EAST 3143
PORTLAND, OREGON

AFFILIATED WITH
PACIFIC REFRIGERATING CO.
TACOMA, WASHINGTON
KENT, WASHINGTON

W. F. HENNINGSEN, JR.
MANAGER

22 1938

Mar 25, 1938

APR 1 1938

R. H. Baldock
State Engineer
Salem, Oregon

Dear Sir:

Upon making an examination of our properties at 411 N. E. Union Avenue the writer has noticed that your men in making excavations for the driving of piles near our building threw a great quantity of rock and material on our property and have cluttered up the property to quite an extent.

In addition we have been notified by the City of Portland to repair our sidewalks on this property, and we find that they have been torn up and disturbed by reason of the construction work carried on by your department.

While undoubtedly it is your intention to take care of these matters, we thought it well to call them to your attention at this time. We further wish to advise that should there be any accident or damage as a result of construction work now going on as it pertains to our property, we will naturally look to the State for satisfaction.

Yours truly,

NORTHWESTERN ICE & COLD STORAGE COMPANY

By W. F. Henningsen
Manager

WFH:np

FORM 2-24 1M 11-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

130-a

605 Weatherly Bldg.
March 25, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: G. S. Paxson

Dear Sir:

Herewith letter from Averill & Corbin requesting an extension of time from March 31st to July 1, 1938 to complete Contract No. 2002 for the Sullivan's Gulch Bridge on Union Avenue in Portland.

You have received J. T. Skelton's recommendation, dated March 18th, that this extension of time be granted because the contractor has progressed his work continuously. The contractor informs Mr. Skelton that he has sent the consent of his surety to the State Highway Commission direct. If this has not been received, please advise and we will secure another copy of the consent.

I recommend an extension be granted without penalty on account of the delay in securing insurance satisfactory to the railroad company and on account of additional work made necessary by developments during the progress of the work. The street has been kept open to traffic, but traffic has been hampered somewhat by being limited to two lanes only. The bridge has been kept lighted in good shape and well signed. The engineering costs will be increased by the delay in completion.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
H. G. Smith
Encl.

FORM 0-0-1 1M 11-37
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

RECEIVED
APR 4 1938
FOR FILING

605 Weatherly Bldg.
March 24, 1938

130-

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: G. S. Paxson

NOTED
State Highway Engineer

Dear Sir:

Herewith revised Price Agreement No. 1 on the Union Avenue Bridge over Sullivan's Gulch. Mr. Skelton wrote me, with a copy to you, on March 19th concerning this. It appears that Mr. Skelton thinks the contractor should have more money under Price Agreement No. 1 to cover a portion of the cost of switching to the S.P. & S. spur from the O.W. R. & N. on two loads of piling and to cover part of the labor of unloading and yarding the piling.

Considering the large underrun in pay length of piling driven, I think the contractor is entitled to a consideration with respect to switching and unloading charges. If it appears more advisible to submit a separate new Price Agreement to cover unloading, yarding, and switching charges only on the piling, please advise and return the attached data.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
Encl.

FORM [illegible] 10-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

March 22, 1938

130-a

Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

Herewith application for extension of time from Averill & Gorbin, contractors on the Sullivan's Gulch Overcrossing on Union Avenue in Portland, Contract No. 2002. An extension of time from March 31, 1938, until July 1, 1938, is requested because of delay in securing insurance policies for the railroad and addition of work outside the contract. It is recommended that this extension be granted without penalty. The application is accompanied by the consent of the bonding company and by the concurrence of the Bureau of Public Roads in this recommendation.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP DK
Attachments
cc H. B. Glaisyer ✓

March 21, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Mr. Paxson's letter of March 19th requesting concurrence in an extension of time on Oregon FAGM 130-A, the Union Avenue Overcrossing, Portland, Averill & Corbin, contractors, from March 31, 1938, to July 1, 1938.

The delays on this project are not considered chargeable to the contractor and we will recommend approval of the time extension, as you request.

Very truly yours,

W. H. LYNCH
District Engineer

[illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

605 Westnerly Bldg.
March 16, 1938

130-a

RECEIVED
1938

TED
State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: C. S. Paxson

Dear Sir:

Herewith Monthly Estimate for Sullivan's Gulch Bridge on Union Avenue, Contract No. 2002, together with bills for Force Orders No. 1, 2, and 3.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
Encl.

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON
605 Weatherly Bldg.

March 16, 1938

13-a

NOTED
State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: C. S. Paxson

Dear Sir:

Herewith Price Agreement No. 3 for the Union Avenue Bridge at Sullivan's Gulch, Contract No. 2002.

This covers placing of gutters and downspouts not shown on bridge drawings in the amount of $66.22.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
Encl.

[illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

MAR 1? FOR FILING

NOTED

605 Weatherly Bldg.
March 10, 1938

130-a

~~Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon~~

ATTENTION: G. S. Paxson

Dear Sir:

Your letter of March 8th received returning all copies of Work Order No. 2 on Sullivan's Gulch Bridge job. In order to keep the costs segregated we have rewritten the Order and you will find herewith six copies of Order No. 2 for driving test piling, in the amount of $139.12, and Extra Work Order No. 3 covering the work of removing the surplus piling to the state storage yard near Island Station at the estimated cost of $405.78. If any record was kept of Order No. 2, as originally submitted March 5, please mark void.

You will also find herewith Order for Extra Work No. 4, covering installation of catch basins at $80, and Extra Work Order No. 5, covering the encasing of posts and structures in concrete at Bent #7 E. at $80, and Order for State Force Work placing asphaltic concrete pavement patches at the bridge ends for $60 and a Price Agreement covering cement adjustment.

You will note we have asked for additional authorization to cover the Extra Work Orders and State Force Work Order. Extra Work Order No. 1 was sent in without this request and I fear the job will over-run unless we get additional authorization for these extra items.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
Encl.

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

605 Weatherly Bldg.
March 7, 1938

130-a

RECEIVED
[illegible] 1938
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: C. S. Paxson

Dear Sir:

Herewith a Price Agreement covering extra piling and cut-offs on Sullivan's Gulch Bridge on Union Avenue, Contract No. 2002, together with two invoices showing a price of 75¢ per lineal foot, F.O.B. car, Portland.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
H. G. Smith

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

130-a

-1938
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Portland, Oregon

Attention: G. S. Paxson

Dear Sir:

Herewith an Order for Extra Work on the Union Avenue Bridge over Sullivan's Gulch, Contract No. 2002. This work has been completed and covers:

(1) The driving and removal of two foundation piling at Bent No. 1, where foundations were carried down to solid without piling, after discovery of the short distance to go.

(2) Driving one falsework pile at Bent No. 2 and Bent No. 11-A West to determine possible penetration.

(3) The removal of excess piling and cut-offs from the bridge site to the state storage yard near Island Station; probably three-fourths of the total estimated cost of $535 is for Item No. 3.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
H. G. Smith
Encl.

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

FOR FILING

7agm 131-a

March 1, 1938

Mr. Carl Smith
Auditor
Office

NOTED
State Highway Engineer

Dear Sir:

Original voucher No. 1498 covered premium on the Glens Falls Policy No. CL 515582. This policy has been cancelled and the entire premium returned. The check for $115 is attached. Please credit the amount 20-1026-029 in this amount.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP DK
Attachment
cc R. H. Baldock
J. M. Devers

FORM 5-84 1M 11-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISTER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

RECEIVED
FEB 28 1938
OREGON
STATE HIGHWAY COMMISSION

605 Weatherly Bldg.
February 26, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: C. S. Paxson

Dear Sir:

Your letter of February 24th received concerning progress of work on Sullivan's Gulch Overcrossing. It is apparent the job will not be completed on the specified date, March 31, 1938.

Mr. J. T. Skelton estimates completion about May 31st. The driving of all piling has been finished and the concrete deck on the west side will be poured by Tuesday. I have suggested to Mr. Skelton that he urge the contractors to complete this as fast as possible, as the traveling public suffers considerable inconvenience by reason of their activities and we are at additional engineering expense on account of over-run in time and while the contractor may be entitled to an extension on account of the delay in adjusting the type of insurance and account of additional force account, nevertheless the state will appreciate their efforts to complete the job as promptly as possible.

With this in mind, I told Mr. Skelton that he might use extra cement in the small amount of pavement to be poured at the southwest corner of the bridge in order to permit early opening of the west side of the bridge and I recommend that the same plan be followed when we are pouring the east side of the bridge. This should expedite opening of the bridge at least two weeks.

If I can be of further service, please advise.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

NOTED

EAC:DP
CC R. H. Baldock

CONSTRUCTION PROGRESS CHART
PROJECT
LOCATION
CONTRACTOR
TOTAL PAYMENTS
DATE OF CONTRACT AWARD
WORK BEGUN
COMPLETION DATE
DATE COMPLETED
PREFIX
FED AID NO
CONTRACT NO
JOB NO

Form 9-94 1M 11-37
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

605 Weatherly Bldg.
January 2, 1938

7092-1 130-1

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Attention: G. S. Paxson

Dear Sir:

Herewith a letter from Averill & Corbin requesting permission to sublet painting of their Sullivan's Gulch Viaduct contract to the Industrial Spray Painting Corporation at $3235; also herewith are five copies of the subcontract, together with some advertising matter for this subcontractor.

This is the first subcontract on this job and amounts to only about 5%. Mr. Skelton advises that the Industrial Spray Painting Corporation bid on the Milwaukie Avenue subcontract but apparently was not low, as Hoffman let the subcontract to another party.

I see no objection to this subcontract being approved.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
H. G. Smith
Encl.

FORM 8-E-1 4M 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION

BRIDGE DEPARTMENT
SALEM

RECEIVED
DEC 30 1937
FOR FILING

130-a

December 28, 1937

Jewett, Barton, Leavy & Kern
Lewis Building
Portland, Oregon

NOTED

Attention: Mr. J. Stuart Leavy

Gentlemen:

Confirming my conversation with you yesterday I am asking that you write us a public liability insurance policy covering the reconstruction of the viaduct over the Union Pacific and S. P. & S. Railroads at the Union Avenue crossing of Sullivan Gulch in Portland. This policy should be similar to and conditioned by the same endorsements as attached to the Glens Falls policy given the Union Pacific Railroad on the Ontario Undercrossing job (Policy No. CL 515582). This policy should have a liability limit of $100,000 for each person and a total liability for one accident of $200,000. The policy should be a joint policy made in the name of the Oregon-Washington Railroad and Navigation Company, an Oregon corporation and its lessee Union Pacific Railroad Company, a Utah corporation; The Western Union Telegraph Company, a New York corporation, and the Spokane, Portland and Seattle Railroad Company, a Washington corporation. The address of the corporations for the purpose of this policy is the Union Pacific Railroad Company, attention Mr. Fred Betz, Pittock Block, Portland, Oregon. The contract for this structure was awarded to Averill & Corbin whose address is Route #10, Portland, Oregon. The total amount of the contract was $65,960 and the work done to December 16th, amounted to $10,000, leaving approximately $56,000 yet to be done on the project.

I would ask that you make out this policy and submit it to Mr. Fred Betz of the Union Pacific Railroad Company for his approval and upon receipt of his approval send us a certified copy of the policy. Payment of the premium for this policy will be made directly by the State Highway Department.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

GSP DK
cc J. M. Devers
R. H. Baldock
Fred Betz

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

1937
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE REFER TO FILE No. Stencil No. 124
Oregon FAGM 130-A
Union Avenue bridge in Portland

130-a

November 26, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

Encls.

Jon

A4pr 32438

Form P. R. 2

State Oregon

Federal Aid Grade Crossing Project No. FAGM 130-A
(On the F.A. System)

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 22nd day of October, 1937

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; **particularly Section 8 of the Act approved June 16, 1936, 49 Stat. 1521 (Public No. 686, 74th Congress).**

Whereas the Highway Department of said State submitted on the 8th day of June, 1937, a project statement, which was approved by the Secretary on the 25th day of June, 1937, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A of said project which were recommended for approval by the United States District Engineer on the 23d day of June, 1937; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of seventy-two thousand, nine hundred ninety-six and 00/100 dollars ($72,996.00) as the share of the United States payable under said act on account of Section A of said project, which ~~does not exceed the authorized Federal pro rata share of the~~ is approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State Chap. 175, laws 1917; Chap. 31, laws 1920 (Include date and citation of act of legislature by which authorized)

(*b*) From other sources under Section 8 of the Act approved June 16, 1936, 49 Stat. 1521 (Public No. 686, 74th Congress)

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 0+00 at the intersection of Union Avenue and Everett Street, and survey station 4+08.41, on Union Avenue between Flanders and Glisan Streets all in the City of Portland

, length .077 / of a mile~~s~~ in Multnomah County, being Section A of Oregon Federal Aid Grade Crossing project No. FAGM 130 / (on the F.A.System), consisting of ~~[illegible]~~ 1 overpass ~~[illegible]~~ structure, .077 of a mile in length.

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of seventy-two thousand, nine hundred ninety-six and 00/100 dollars ($72,996.00), certified to the Secretary of the Treasury as above mentioned, which [illegible] is [illegible] the approved total estimated cost of Section A of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws 1927

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 9th day of November 1937

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F Cabell

Chairman, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By F L Fou Velle

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

SECRETARY OF AGRICULTURE,

By H. J. O'Leary
Acting Chief, Bureau of Public Roads.

8—5513

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Grade Crossing Project No. FAGM-130-A (on the F.A.System) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $72,996.00 as the total estimated cost of said project, and the sum of $72,996.00 as the share of the United States, payable under said acts on account of such project, which ~~does not exceed the authorized Federal~~ is ~~per centum of said~~ total estimated cost.

Done at the city of Washington, this 9th day of November one thousand nine hundred and thirty-seven

SECRETARY OF AGRICULTURE,

By

Acting Chief, Bureau of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE 8—[illegible]

November 26,1937

Mr.A.J.Witchel,
Asst Supt & Secy,
S.P.& S.Railway,
Portland,Oregon

Mr.L.M.Messner,
Divn Plant Supt,
Western Union Tel.Co.,
San Francisco, Calif.

Reconstruction N.E.Union Ave.
Viaduct, Portland,Oregon

Gentlemen:

Please refer to my letter November 23rd, with particular reference to Fireman's Fund policy No.702098, covering damage to property:

We have now received the endorsement referred to,dated November 19,1937, and the policy therefore is approved by us.

The local agent for this insurance company is E.A.Valentine,Portland,Oregon. If the State or the agent has not furnished you with a copy of this policy will you kindly secure same from them,since I have only one copy for my file.

Yours truly,

S MURRAY

CC Mr.R.H.Baldock
(Attn Mr.Paxson)

Form 3010

UNION PACIFIC RAILROAD COMPANY

OPERATING DEPARTMENT

S. MURRAY,
RESIDENT ENGINEER

PORTLAND, OREGON

OREGON STATE HIGHWAY COMM
SALEM

130-

November 23,1937

Mr.A.J.Witchel,
Asst Supt & Secy,
S.P.& S.Railway,
Portland,Oregon

Reconstruction N.E.Union Ave.
Viaduct,Portland,Ore.

Mr.L.M.Messner,
Divn Plant Supt,
The Western Union Tel.Co.,
San Francisco, Calif.

Gentlemen:

Referring to my letter October 23rd to Mr. Witchel advising that insurance policy LP 6406 for the protection of the railroads and telegraph company was to be cancelled on November 11th,and also my wire to Mr.Messner on the same subject October 19th:

We now have joint Occidental Indemnity Co. Policy 1151 (contingent policy - owners and contractors form) covering injuries and deaths to persons other than employes,in amount $100,000-$200,000,which we have approved.

We also have joint insurance policy in Occidental Indemnity Co.,No.1840 (employes liability) covering injury to and death of employes,in amount $100,000-$200,000, which we have approved.

There is also a third joint policy,Fireman's Fund No.702093,covering damage to property,in amount $25,000-$50,000,which requires a slight correction by another endorsement, which we will approve as soon as it has been furnished.

Agents representing these insurance companies are the Portland Insurance Corporation (Mr.Fred C.Reed). If the State or the agent has not furnished you with copies of these policies,will you kindly secure same from them,since I have only one copy for my files.

Yours very truly,

S MURRAY

CC Mr.R.H.Baldock,
State Highway Engineer,
Salem Oregon

FORM 8-E-1 4M 3-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

November 5, 1937

Mr. J. M. Devers
Attorney
Office

Dear Sir:

Herewith two sample insurance policies submitted by G. Cyrus Bishop in connection with the controversy concerning insurance on the Sullivan's Gulch job.

The first policy which is marked (1) is a conformed copy of the Contractor's Public Liability policy carried by the contractor in conformance with the first paragraph of the insurance specification on Page 10 of the supplemental specifications for the job, which are a part of the contract. This policy has not been cancelled and is covering the contractor's operations. Riders No. 1 and No. 2 cover property damage provisions in conformance with Memorandum No. 52.

This policy in its first paragraph agrees to pay all damages imposed by law upon the assured because of injury or death of persons other than those in the employ of the assured. This clearly protects railroad employees. The exclusions in Section "A" do not exclude railroad employees.

Section 2 of endorsement No. 1 (property damage endorsement) excludes property in the control of the assured and since railroad property is not in the control or custody of the contractor such railroad property or property in the railroad's custody would certainly be covered by this policy.

It would seem that, even if no Railroad Protective Public Liability Policy (Policy marked 2, attached) was in force, the railroad would be fully protected in so far as its own employees, property and property in its custody was concerned.

Policy marked No. 2, attached, is a Protective policy intended to satisfy the third paragraph of the insurance specifications on Page 10 of the supplemental specifications. This is a sample policy and has riders 1 to 7, inclusive. Riders 1 to 5, inclusive, are agreed to by the National Bureau of Casualty and Surety Underwriters and with the body of the policy constitute the policy which they say they can write. Riders 6 and 7 are demanded by the Union Pacific but are of a nature such that the insurance company held can not be written in this type of policy.

This policy is in the name of the railroad which thus becomes the assured. Employees of the assured are excluded from the coverage under Section 1 of the agreement and Section A of the conditions in the body of the policy but are covered by rider No. 5 which is acceptable to the insurance company.

Riders No. 1 and No. 2 cover property damage and limit coverage to damages "imposed by law". Rider No. 2, Section 2, specifically excludes property owned or in custody of the assured. It is this exclusion that has been the source of this controversy. Riders No. 6 and No. 7 seek to cover railroad property and property in the custody of the railroad and are for that reason unacceptable to the insurance company.

It would seem to me that the railroad company is unreasonable in their demands and that they are exceeding the intent of Memorandum No. 32 (a copy of which is attached). I would refer you to the last paragraph on Page 2 of this memorandum in which it is stated that coverage under this protective public liability policy is to be restricted to liability imposed by law upon the railroad. Damages to the railroad's own property is not damage imposed by law. This paragraph in Memorandum No. 32 is not in line with the federal specifications on insurance which are word for word the specifications in our contract in that these specifications prescribe coverage for all damages.

In our negotiations with the Southern Pacific Company they have proceeded upon the assumption that while their own property and property in their custody was excluded from coverage under the Railroads' Protective Policies, they would still be covered under the Contractors' Liability Policy, marked No. 1 and attached to this letter. In conversation with Mr. Betz he intimated that this was also his opinion but that since the contractors' policy was not in the name of the railroad legal action might be necessary in order to recover from the contractor for damage to railroad property and that this was something that he did not feel the railroad should be called upon to assume.

While the standard insurance companies who work under the rules of the National Bureau of Casualty and Surety Underwriters claim that they can not write the policy requested by the railroad, a policy known as an Inland Marine Policy can be written incorporating the riders demanded by the railroad. Only a few companies can write such a policy and in the case of this Sullivan's Gulch project the contractor's insurance companies do not have connections with an Inland Marine Company.

Mr. Bishop, insurance broker, who is handling the contractor's insurance on the Sullivan's Gulch job advises me this morning that the contractors have instructed him to procure an Inland Marine or Collision policy as desired by the Union Pacific Company. This will dispose of the insurance on this project; however, we will certainly be faced with a claim from the contractor for the additional premium on the Inland Marine Policy over the regular policy which they contend is contemplated by the government rules and by our contract. I am not at all sure that they are not justified in making such a claim, but the amount of this claim will be only a fraction of the damage which would be caused by a shut-down of the job. I would suggest that we continue negotiations with the Union Pacific Railroad leading to their acceptance of the standard policies in line with those acceptable to the Southern Pacific Company.

For your use and information I am attaching these two sample policies, a copy of Memorandum No. 33, and copies of Mr. Bishop's letter discussing these policies. These policies are extra copies and may be sent to the railroad company for their information if you so desire.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP DK
Enclosures
cc R. H. Baldock

AM 5-E-1 4M 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

130-a

November 3, 1937

Averill & Corbin
Route #10
Portland, Oregon

Gentlemen:

Under date of October 13, 1937, I wrote you advising of our receipt of a notice of cancellation on the Railroad Protective Public Liability Policy which you furnished in connection with the Sullivan's Gulch job in Portland. The thirty days notice of cancellation expires November 11, 1937. The Union Pacific Railroad is insistent that a comparable policy be furnished in lieu of the one cancelled. The time is getting short and it is imperative that we know what action you are taking in this matter at least by Saturday, November 6th, so that necessary approvals can be obtained and the possibility of a shut-down of the work avoided. Will you please advise.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

GSP DK
cc R. H. Baldock
E. A. Collier
J. T. Skelton
G. C. Bishop
J. M. Devers

#2002

October 28, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Shop plans for the Union Avenue Bridge, Oregon FAGM 130-A, have been submitted to us in quadruplicate by Mr. Verne Ketchum, in accordance with your request of him.

We have checked these details and they meet with our approval.

Very truly yours,

W. H. LYNCH
District Engineer

By

F. E. Andrews
Sr. Highway Engineer

Union Oil Company of California
UNION GASOLINE KEROSENE AND DISTILLATE
LUBRICATING OILS AND GREASES.

130-A

Portland, Oregon

October 26, 1937

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

RE: AVERILL & CORBIN

[illegible] one of our regular contractor questionnaires with [illegible] to a contract let to Averill & Corbin in connection with [illegible] Bridge over [illegible] Slough in Portland, Oregon.

We would [illegible] attached form [illegible] records [illegible].

Thanking you [illegible]

Yours very truly,

[illegible] CALIFORNIA

[illegible] Supervisor

FORM 401 P. 4-36 10M

#2112

RECEIVED
NOV 1 1937
FOR FILING
130-a

Union Oil Company of California
PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

RECEIVED
OCT 27 1937
OREGON
STATE HIGHWAY COMMISSION

ATWATER 9321

6TH FLOOR YEON BUILDING
Portland, Oregon

October 26, 1937

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

RE: AVERILL & CORBIN
Original Contractor
Jennings Lodge, Oregon

We attach herewith one of our regular contractor questionnaires with reference to a contract let to Averill & Corbin in connection with the remodeling and widening of the Union Avenue Bridge over Sullivan's Gulch in Portland, Oregon.

We would appreciate your completing the attached form from records available in your office.

Thanking you very kindly, we are

Yours very truly,

UNION OIL COMPANY OF CALIFORNIA

D C Nichols

District Credit Supervisor

IET:B
Encl:2

RECEIVED
OCT 27 1937
FOR FILING
130-a

October 26, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed two signed copies of project agreement for the Union Avenue Bridge, FAGM 130-A.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

Encl.

RECEIVED
OCT 19 1937
FOR FIL..

RECEIVED
OCT 18 1937
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

(Stencil #28)

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon FAGM 130-A (On F.A.System)
Union Avenue Bridge over Sullivan Gulch
Pacific Highway East

October 16, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Highway Engineer

Flon

RECEIVED
SEP 28 1937
FOR FILING

130-a

September 28, 1937

AVERILL & CORBIN
Route #10
Portland, Oregon

Gentlemen:

We are forwarding to you today by express a fully executed copy of Contract No. 2002 which was awarded to you on August 12 for the remodeling and widening of the bridge over Sullivan Gulch, on the East Portland-Oregon City Highway, in Multnomah County.

This copy is for your records and files.

Very truly yours,
OREGON STATE HIGHWAY COMMISSION

By Secretary

MBL

RECEIVED
SEP 28 1937
FOR FILING

130-a

September 28, 1937

AVERILL & CORBIN
Route #10
Portland, Oregon

Gentlemen:

We are forwarding to you today by express a fully executed copy of Contract No. 2002 which was awarded to you on August 12 for the remodeling and widening of the bridge over Sullivan Gulch, on the East Portland-Oregon City Highway, in Multnomah County.

This copy is for your records and files.

Very truly yours,
OREGON STATE HIGHWAY COMMISSION

By Secretary

[illegible]

260

FORM 2-E-1 4M 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
OCT 11 1937
FOR FILING

130-a

September 16, 1937

Mr. H. B. Glaisyer
Secretary
Office

Dear Sir:

Attached find certificate of insurance policies supplied by Averill and Corbin in answer to the insurance requirements of their contract to reconstruct the Union Avenue Bridge over Sullivan's Gulch.

These are to be filed with the original contract. We are retaining the policies in our files for reference until construction on the project is completed.

Very truly yours,

G. S. Paxson
Bridge Engineer

By
W. A. Reeves
Office Engineer

CAG DK
Att.

Certificates filed in Contract #2002

REFERRED TO
BY SECRETARY
please file in contract
[illegible]

RECEIVED
SEP 16 1937
FOR FILING
130-a

September 15, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the Union Avenue Bridge, Project No. FAGM 130-A.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/GS

Encl.

Oregon State Highway Department Project No. FAGM 130-A

UNION AVENUE BRIDGE OVER SULLIVAN GULCH

ON THE PACIFIC HIGHWAY EAST IN MULTNOMAH COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 9, 1937

520	cu. yds.	Excavation	$ 4.00	$ 2,080.00
40	cu. yds.	Excavation Below Plans	5.00	200.00
9,000	lin. ft.	Treated Foundation Piling	1.65	14,850.00
225	cu. yds.	Class "B" Concrete	14.00	3,150.00
210	cu. yds.	Class "A" Concrete	20.00	4,200.00
55,000	lbs.	Metal Reinforcement	0.05	2,750.00
370,000	lbs.	Structural Steel	0.079	29,230.00
All Required		Remodeling Old Structure		3,900.00
All Required		Painting Structural Steel		5,600.00
				$ 65,960
All Required		Move Signal and Tel. Lines and Install Guard Rail		$ 400.00
		Subtotal		$ 66,360
		10% Engr. & Cont.		6,636
		Total		$ 72,996

Length .077 mile

FAGM Funds Requested- $ 72,996

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

RECEIVED
SEP 7 1937
FOR FILING

Form 3010

UNION PACIFIC RAILROAD COMPANY

OPERATING DEPARTMENT

S. MURRAY,
RESIDENT ENGINEER

PORTLAND, OREGON

RECEIVED
SEP 3 - 1937
OREGON
STATE HIGHWAY COMMISSION

[illegible]

September 2,1937

Mr.J.M.Devers,
Attorney,
State Highway Commission,
Salem,Oregon

Dear Sir:

In connection with the widening of Union Ave. bridge over Sullivans Gulch in Portland, the Contractors, Averill & Corbin, advise that they intend to start work about the 11th of September and ask that our wires be placed in conduit by that time. I suppose we will shortly receive insurance policies in favor of The Western Union Telegraph Company and our railroad,as contemplated by the construction contract, and also agreement between the railroad, Western Union and the State,which was forwarded to you with our letter of July 27th.

Will you please advise as to the status of this matter.

Yours truly,

S MURRAY

CC Mr.R.H.Baldock

NOTED
State Highway Engineer

SHIP AND TRAVEL BY RAIL

RECEIVED
AUG 14 1937
FOR FILING
130-a

August 13, 1937

Averill & Gerbin,
Route 10,
Portland, Oregon

Gentlemen:

The State Highway Commission awarded to you at its meeting yesterday the contract covering the remodeling and widening of the bridge over Sullivan Gulch on the Pacific Highway East in Portland, Multnomah County. This award was based on your low bid of $65,960.00 submitted on that date. Contract forms will be sent to you in a few days for execution.

Yours very truly,

Secretary

HC

cc - Bridge Dept.

E. A. Collier

RECEIVED
AUG 16 1937
FOR FILING

130-R

August 12, 1937

Averill & Corbin,
Route 10
Portland, Oregon

Gentlemen:

We are sending to you today, by express, four copies of State Highway Contract No. 2002 which was awarded to you on August 12 for the remodeling and widening of the bridge over Sullivan Gulch on Union Avenue, in Portland.

Please have all four copies of this contract properly executed as to agreement and bond and return them to this office for approval by the State Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. An executed copy will also be furnished the surety on your bond.

Your special attention is called to the paragraph under Section 5 of the General Provisions relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on Page 21 of the mimeographed Special Provisions which relates to payment by the contractor of amounts due hospital associations, et cetera.

You are requested to immediately notify the National Reemployment Service of the approximate date work will begin on this project and the number and classification of laborers needed to carry on such work.

Yours very truly,
STATE HIGHWAY COMMISSION

By

MC

Secretary

RECEIVED
SEP 16 1937
FOR FILING

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[illegible] 1937
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE NO. 130-a

August 12, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Grade Crossing project FAGM 130-A, bridge over Sullivan Gulch in Portland, to Averill & Corbett, Portland, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

FORM 8-K-1 2M 6-37

COMMISSIONERS
~~HENRY F. C~~ABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION

SALEM

RECEIVED
R. H. Baldock
13[illegible]7

August 9, 1937

Mr. A. C. Spencer,
Union Pacific System,
Pittock Block,
Portland, Oregon.

Dear Sir:

I have just read Mr. Murray's letter of July 27th addressed to me and directed to the attention of Mr. DeSouza, also a copy of your communication under date of July 28th addressed to Mr. Murray, both of which have to do with portions of the porposed agreement covering the Union Avenue viaduct across Sullivan's Gulch in Portland. I note your suggested amendment of paragraph 3 of Section 4, and your suggested amendment to paragraph 8 of Section 4. The amendments are acceptable, and if the final contract is written in that form with respect to those paragraphs it will be approved by this office.

With respect to Section 3, Section 5 and Section 6, I infer from your letter that the provisions set out in those sections can be eliminated or modified; provided the protection sought to be accomplished under those sections is covered by insurance.

We have just worked out a form of public liability and property damage insurance which, with its numerous riders, is satisfactory to the Southern Pacific Company, and I have telephoned the insurance company today requesting an unsigned copy of the policy which is similar to the one that has proven satisfactory to the Southern Pacific Company. I expect to have that in tomorrow's mail and will then forward it to you for examination, and I hope that it will be found adequate for the present situation.

I am sorry that this matter of the insurance policy has been delayed so long, but my time has been entirely taken up with other matters and I have, therefore, not given the form of contract or the form of policy personal attention. As I have already stated, I hope to be able to send you by letter tomorrow the form of policy just worked out and hope that out of this we can get the protection asked.

NOTED
State Highway Engineer

Mr. A. C. Spencer August 9, 1937

There is one feature of the contract obligation, and it likewise I presume would become an obligation of the policy, to which I would like to call attention, and that is this: there may be times when "slow" orders will have to be put in effect because of impaired clearance or something of that kind, and I feel sure that you do not intend that a "slow" order under those circumstances would be deemed a ground upon which to predicate compensation or damage for delay of trains.

I think we ought to understand each other on that matter so that there will be no conflict later on.

With kindest regards, I am

Yours very truly,

J. M. DEVERS

JMD:FW

cc G. S. Paxson
R. H. Baldock
S. Murray

FORM 9-A-1 9M 3-37

Commissioners
HENRY F. CABELL, Chairman, Portland
E. B. ALDRICH, Pendleton
F. L. TOU VELLE, Jacksonville

H. B. GLAISYER, Secretary

130u

RECEIVED
JUN 29 1937
FOR FILING

OREGON STATE HIGHWAY COMMISSION

SALEM

R. H. BALDOCK
State Highway Engineer
Salem

RECEIVED
JUN 29 1937
STATE HIGHWAY COMMISSION

In reply please
refer to File No.

June 28, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: G. S. Paxson

Dear Sir:

Please send a set of plans and Special Provisions to J. T. Skelton for the widening of the Union Avenue Viaduct over Sullivan's Gulch.

Mr. Skelton is to be Resident Engineer on this job and may have inquiries from contractors about the job.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock

NOTED
State Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
JUN 29 1937
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE
REFER TO FILE NO. 130

June 28, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The Acting Chief of Bureau on June 25, 1937, approved the project statement for Oregon Federal Aid Project No. 130 involving the improvement of 6-1/2 miles of the Portland-Interstate Bridge Highway between the intersection of Union Avenue and East Burnside Street in the city of Portland and the south bank of Oregon Slough in Multnomah County.

Very truly yours,

W. H. LYNCH
District Engineer

By F E Andrews
F. E. Andrews
Sr. Highway Engineer

RECEIVED
1937
FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
1937
STATE HIGH [illegible] MISSION

IN YOUR REPLY PLEASE
REFER TO FILE NO. 130-a

June 23, 1937

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Grade Crossing Project FAGM 130-A, the Union Avenue Bridge over Sullivan Gulch on the Pacific Highway in Portland, over the tracks of the Union Pacific Railroad and the Spokane, Portland & Seattle Railroad, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

We have corrected an apparent inadvertent error in the estimate by changing the quantity of Class D Concrete from 230 cu. yds. to 210 cu. yds. It is requested that the correct figure be used when additional documents are submitted.

City resolution covering encroachments should be forwarded as soon as possible.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

STATE Oregon

PROJECT NO. 130
(Not to be filled in)

Form PR. 1
BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF AGRICULTURE

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

Approved July 11, 1916, and acts amendatory thereof and supplementary thereto

(Date) June 8, 1937

The Secretary of Agriculture,
Washington, D. C.

Sir: The State of Oregon, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended and supplemented, and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission, constituting the State Highway Department of said State, this project statement for the road herein described, which it is proposed to construct under the provisions of said Acts and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Acts.

1. Local name of road Oregon Slough-Burnside Street Section, Pacific Highway East

2. Between control points of official description: Interstate Bridge near Vancouver and Portland

3. Between intermediate control points if used: and

County of Multnomah

4. Length in miles (gross) 6.5 (net) 6.5

5. Preliminary estimate of cost: Total, $; section of road to be first improved, $ 70,000,

of which $ 70,000 is the estimated cost of "bridges" of more than 20 feet clear span.

6. Amount of funds which {are / will be} available for construction of section of road to be first improved: (a) State: (Amount.)

Current Income Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 88, Laws 1931
(Source; refer to statute.)

(b) County
(Amount.) (Source; refer to statute.)

8—8078

7. Funds for maintenance to be provided by State, from the following
(State or (and) county.)

sources: Chap. 41, Laws 1917; Chap. 88, Laws 1931
(Refer to statute.)

8. Official, officials, or depository authorized by State law to receive public funds of the State and designated by the State Highway Department to receive Federal funds for this project: Treasurer of the State of Oregon

9. Names of State and Federal Engineers making Route Report, and full title of report accompanying this Project Statement:

10. Places on the project having a population of 2,500 or more as shown by the latest Federal census:

Portland

11. Additional remarks:

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct, and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

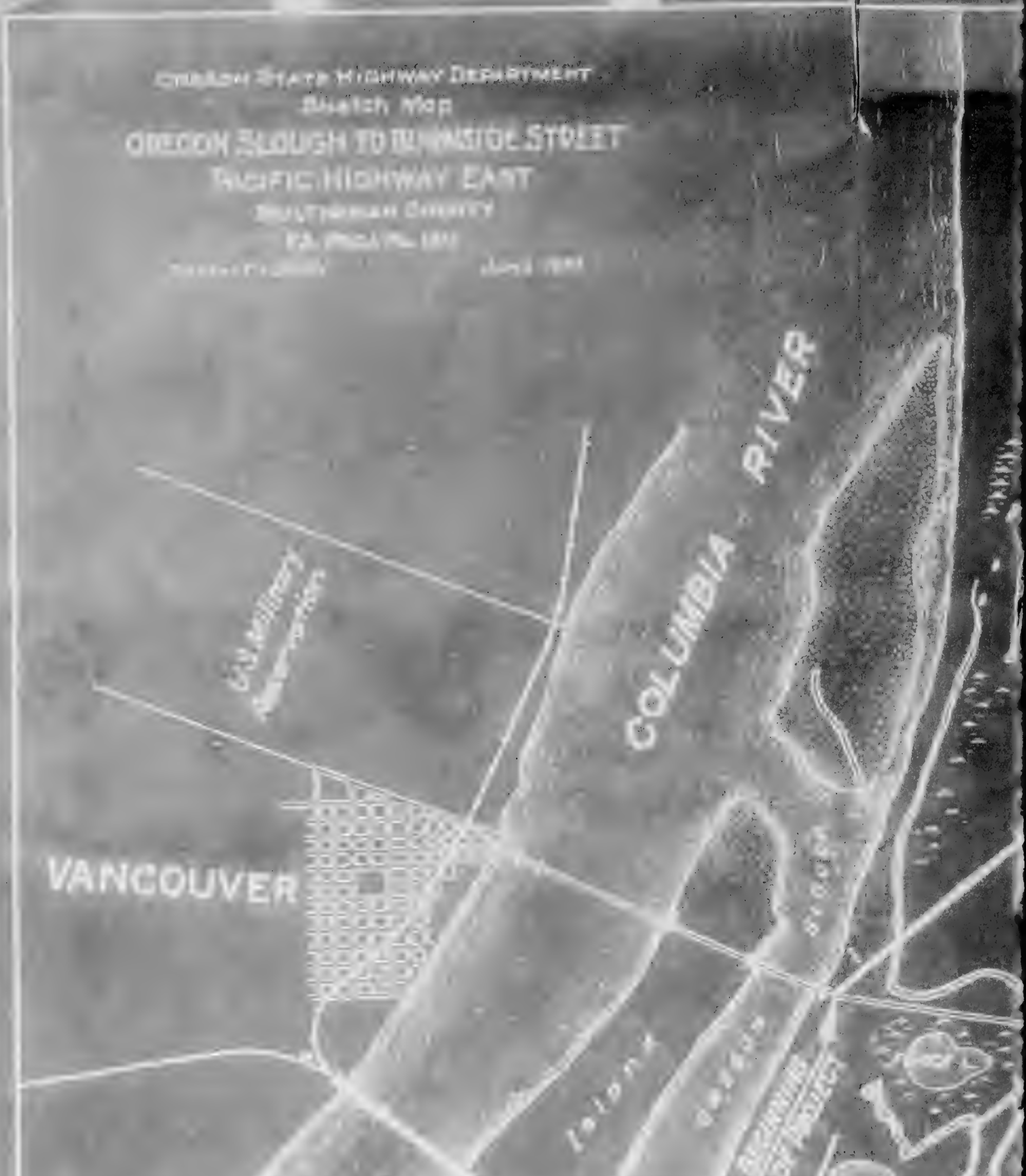
Respectfully submitted,

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department.)

By
As Chairman
(Title of officer.)

By
As Commissioner
(Title of officer.)

By
As Commissioner
(Title of officer.)



OREGON STATE HIGHWAY DEPARTMENT

Sketch Map

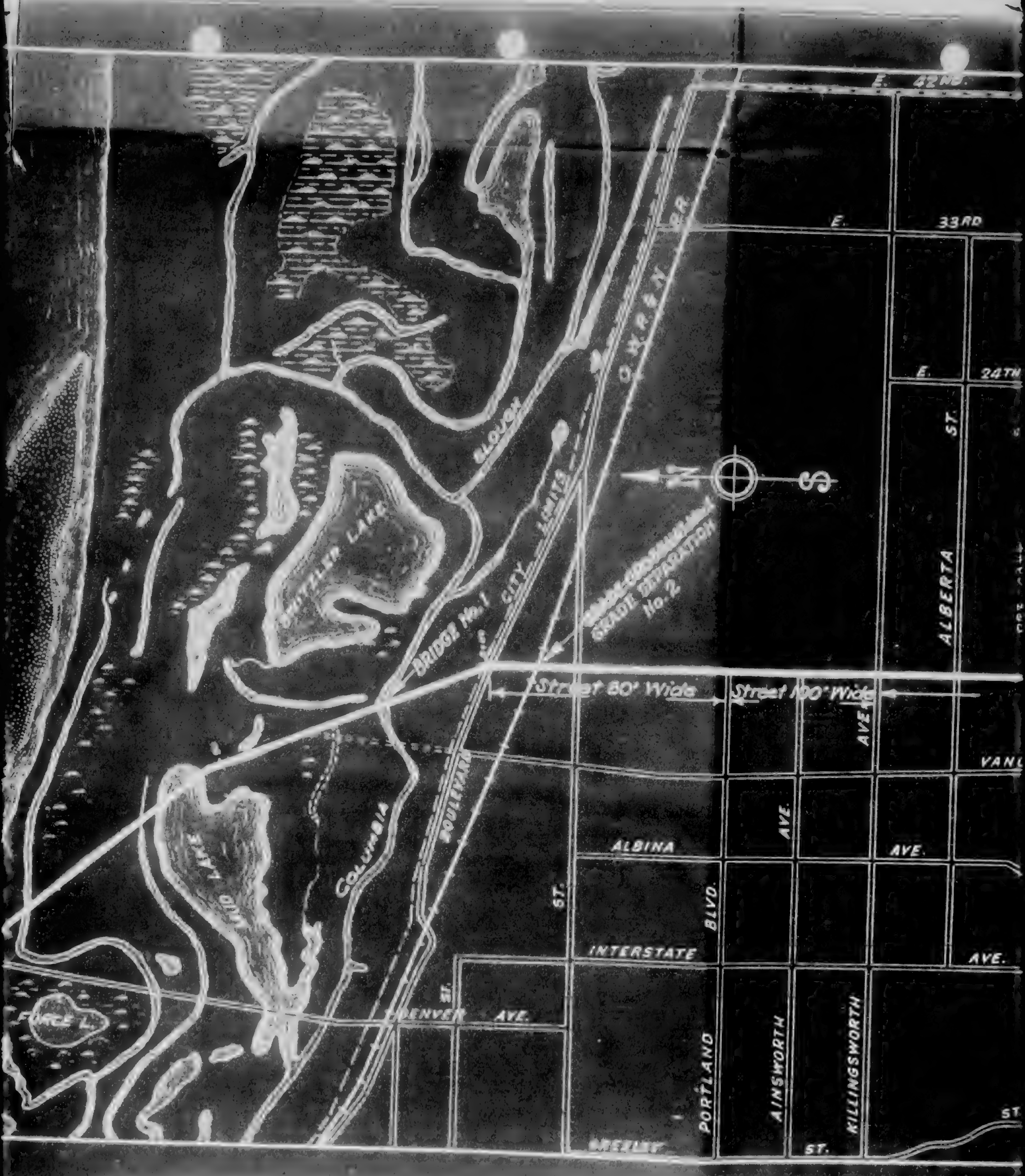
OREGON SLOUGH TO BURNSIDE STREET

PACIFIC HIGHWAY EAST

MULTNOMAH COUNTY

F.A. PROJ. No. [illegible]

[illegible] June [illegible]


E. 42ND
E. 33RD
E. 24TH
O.W.R.R.&N. R.R.
SLOUGH
N
S
GRADE SEPARATION
No. 2
SWITZLER LAKE
BRIDGE No. 1
CITY LIMITS
BOULEVARD
ALBERTA
ST.
Street 80' Wide
Street 100' Wide
AVE.
VANC
MUD LAKE
COLUMBIA
ALBINA
AVE.
AVE.
ST.
PORTLAND
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INTERSTATE
AVE.
FORCE L.
DENVER
AVE.
ST.
AINSWORTH
KILLINGSWORTH
ST.
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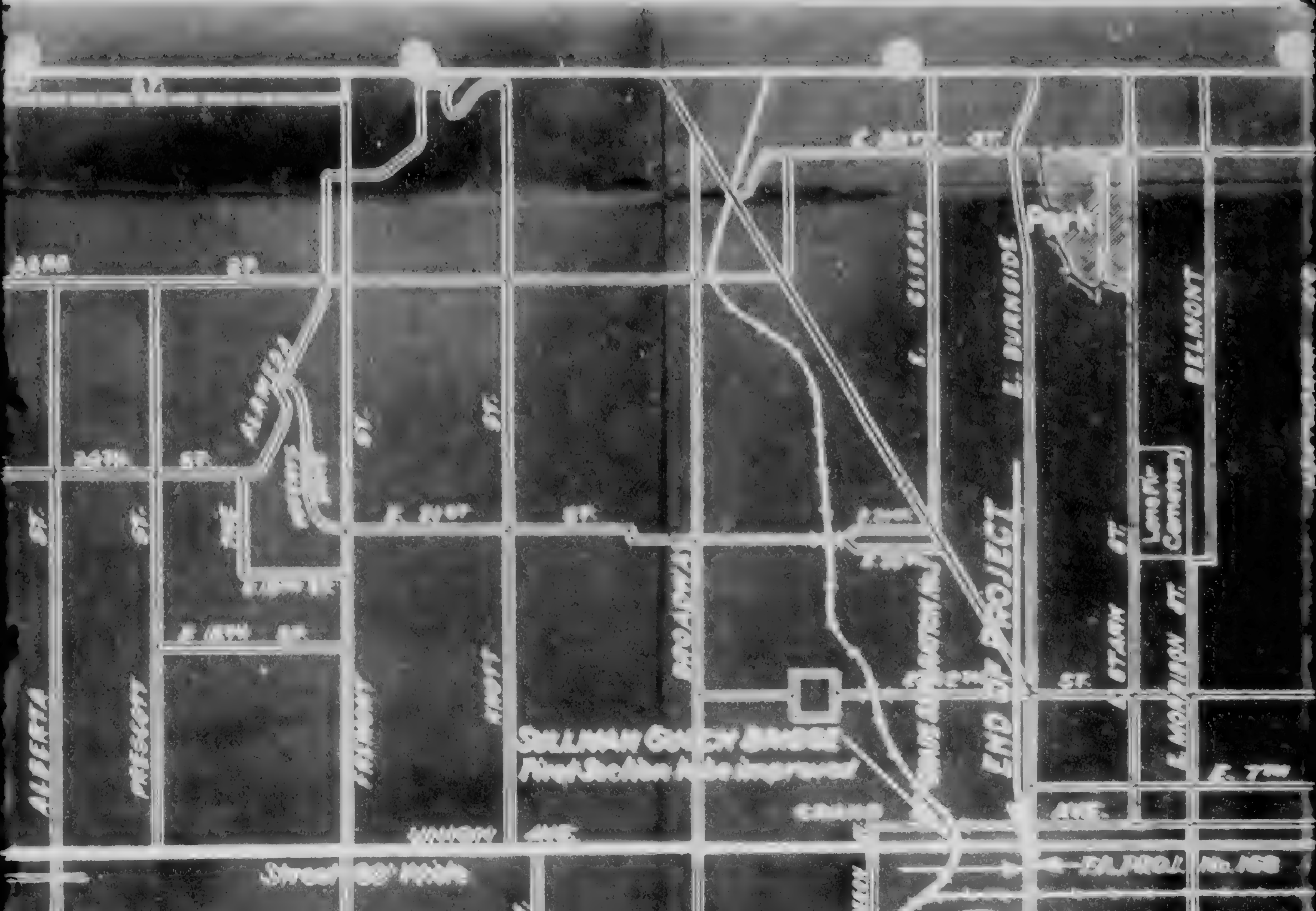
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PARK
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E. BURNSIDE
BELMONT
ALAMEDA
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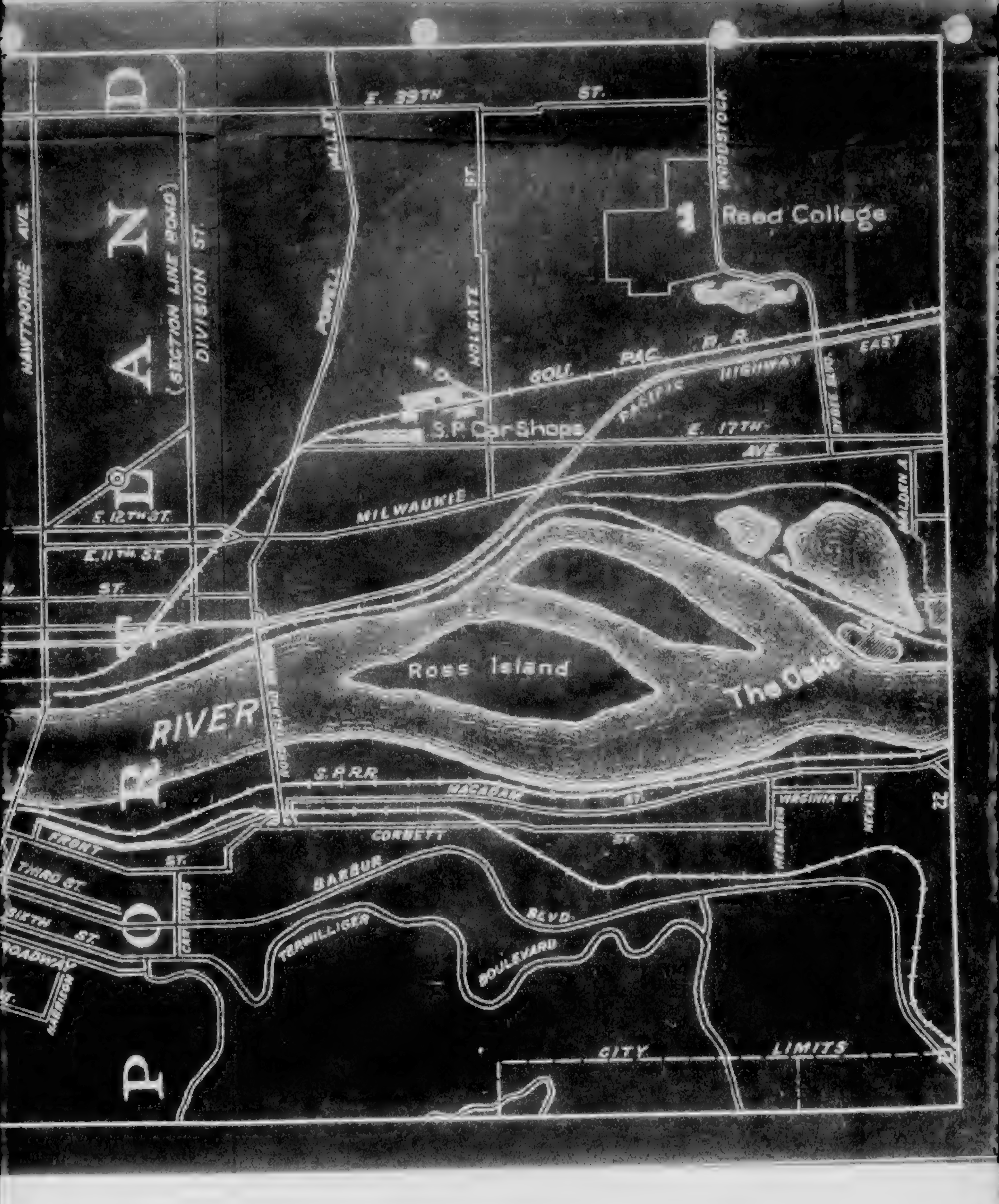
LONE FIR CEMETERY
E. 21ST
ST.
END OF PROJECT
STARK
ST.
E. MORRISON ST.
BROADWAY
ST.
ALBERTA
PRESCOTT
FREMONT
KNOTT
ST.
SULLIVAN GULCH GRADE
First Section to be Improved
E. 7TH
AVE.
UNION
AVE.
Street 80' Wide
FA. PROJ. No. 168
VANCOUVER
AVE.
RUSSELL
ST.
MISSISSIPPI
AVE.
AVE.
WILLAMETTE
ST. JOHNS
ROAD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N
A
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O
P
E. 39TH ST.
WOODSTOCK
Reed College
POWELL
HOLGATE ST.
HAWTHORNE AVE.
(SECTION LINE ROAD)
DIVISION ST.
COL. PAC. R.R.
PACIFIC HIGHWAY EAST
BYBEE BLVD.
S.P. Car Shops
E. 17TH AVE.
MALDEN A
MILWAUKIE
E. 12TH ST.
E. 11TH ST.
ST.
RIVER
Ross Island
The Oaks
ROSS ISLAND BR.
S.P.R.R.
MACADAM ST.
FRONT ST.
CORBETT ST.
VIRGINIA ST.
NEVADA
THIRD ST.
SIXTH ST.
BROADWAY
CARUTHERS
BARBUR BLVD.
TERWILLIGER BOULEVARD
HARRISON
CITY LIMITS
32

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FOR FILING
130-a

June 19, 1937

Mr. [illegible] Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Union Avenue Bridge, Project No. FAGM 130-A.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dicta by J. E. Bach/MK

Encl.

Oregon State Highway Department Project No. FAGM 130-A

UNION AVENUE BRIDGE OVER SULLIVAN GULCH

ON THE PACIFIC HIGHWAY EAST IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, June 19, 1937

Move Signal and Telegraph Lines $ 400.00

520	cu. yds.	Excavation	$ 2.00		$ 1,040.00
40	cu. yds.	Excavation Below Plans	5.00	150.00	200.00
9,000	lin. ft.	Treated Foundation Piling	1.00		9,000.00
210 225	cu. yds.	Class "B" Concrete	20.00	$ 400.00	4,500.00
230	cu. yds.	Class "D" Concrete	22.00		5,060.00
55,000	lbs.	Metal Reinforcement	0.055		3,025.00
370,000	lbs.	Structural Steel	0.08		29,600.00
All Required		Remodeling Old Structure			6,000.00
All Required		Painting Structural Steel			1,500.00
					$ 59,925
All Required		Move Signal and Tel. Lines and Install Guard Rail			$ 400.00
			Subtotal		$ 60,325
			10% Engr. & Cont.		6,032
			Total		$ 66,357

Length .077 mile

FAGM Funds Requested- -$ 66,357

[illegible]

ESTIMATE OF COSTS OF WORK TO BE
PERFORMED BY THE UNION PACIFIC R. R. CO.

[illegible]

Move Signal and Telegraph Lines	$ 250.00
Guard Rail	150.00
	$ 400.00

[illegible]

[illegible]

[illegible]

[illegible]
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JUN 11 1937
FOR FILING

130-a

RECEIVED
[illegible] 1937
STATE HIGHWAY COMMISSION

June 10, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

Under separate cover we are sending you on cross-section paper the information called for in your letter of June 7th for the Union Avenue Viaduct over Sullivan's Gulch, with the exception of the alignment which will be sent to you tomorrow by Mr. A. B. Dean.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock ✓

NOTED

CONTRACT# 2003 , SEE: CONTRACT# 1996

5 67

2003 SEE: Contract 1996

CONTRACT # 2004

FAS 1-A Tillamook County Oiling
2004 Three County Roads 1937

RECEIVED
[illegible] 18 1946
FOR FILING

FAS 2-A

June 17, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Reference is made to your letter of May 28, with regard to maintenance inspection of Oregon FAS 2-A, Nehalem-North Fork Section of the Nehalem County Road in Tillamook County.

Mr. Cutler made an inspection of this road with the officials of Tillamook County, and was advised by them that the county has provided money in its budget for 1946 to patch the depressed sections and to reoil the road, also to take care of the ditches which have become filled with dirt and weeds. They expect to perform this work in July.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. Oscar Cutler

RECEIVED
JUN 13 1946
FOR FILING

FAS 2-A

June 12, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Acknowledgment is made of your letter of May 28 with regard to maintenance inspection of Oregon FAS 2-A, Nehalem-North Fork Section in Tillamook County.

This matter will be called to the attention of the county officials of Tillamook County, and they will be requested to remedy the conditions.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. Oscar Cutler

MONTANA
OREGON
WASHINGTON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
[illegible]
Division 8

POST OFFICE BUILDING
PORTLAND 8, OREGON

RECEIVED
MAY 29 1946
FOR FILING

FAS 2-A

May 28, 1946

NOTED
State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Maintenance inspection of Oregon FAS 2-A, Nehalem-North Fork Section in Tillamook County, was made on May 23rd.

The report of inspection states that the roadbed is giving way on the river side in a number of places and the pavement is depressed and cracked. Also there are a number of bad holes and depressions next to the inside shoulder which need draining and bituminous levelling.

We would like to have this matter called to the attention of Tillamook County for inclusion in their 1946 maintenance program.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer

RECEIVED
MAY 29 1946
OREGON
STATE HIGHWAY COMMISSION

Copy sent to Cutler

C
O
P
Y

BUREAU OF PUBLIC ROADS

May 9

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Will you please advise the dates work began on Oregon Federal Aid Secondary Projects FAS 1-A and FAS 2-A, constructed as part of your Contract No. 2004?

Your resident engineer's telegram advised that work on FAS 2-A started September 13, 1937, but we have no information with respect to FAS 1-A. The field estimate indicates that work under the contract started September 11.

Very truly yours,

W. H. LYNCH,
District Engineer

By Sgd. F. E. Andrews
Senior Highway Engineer

C
O
P
Y

May 10, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

In regard to the starting dates on Oregon Federal Aid Secondary Projects FAS 1-A and FAS 2-A, referred to in your letter of May 9, you are advised as follows:

Our copy of the telegram from the resident engineer to Mr. W. H. Lynch indicates the starting date on FAS 2-A as September 11, 1937, and this is correct.

Production of material for FAS 1-A was first started on October 21, 1937.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By
S. H. Probert
Office Engineer

Dict. by G. Hester/ME

RECEIVED
SEP 10 1942
FOR FILING

FAS 1-A + 1-B

September 8, 1942

Mr. W. M. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Receipt is acknowledged of your letter concerning the maintenance inspection of Oregon FAS 1-A and 1-B, Netarts Secondary Highway, made August 26.

This highway was taken over by the State approximately a year and a half ago. The State has performed considerable maintenance work but more is indicated. Ditching and drainage work will be taken up in the near future provided help can be obtained. This is not available at present.

The poor surface condition mentioned is not due to drainage but primarily to the very heavy hauling which has occurred during the past two or three months and which has necessitated considerable patching. It is probable that conditions on roads such as this will materially deteriorate during the next few years.

Very truly yours,

R. H. Baldock
Chief Engineer

RHB
EAC/er

cc E. A. Collier

RECEIVED
SEP 1 1942
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

FAS 1-A + 1-B

August 27, 1942

REFERRED TO Cutler
By Chief Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Maintenance inspection of Oregon FAS 1-A and 1-B, the Tillamook-Netarts Highway, in Tillamook County, was made on August 26.

The report of inspection states that on Section A there has been heavy failure on the edges caused by a saturated base resulting from no ditch maintenance. The base on the edges is saturated at the present time and from frequent past inspections it is evident that little ditch cleaning has ever been carried out on these projects. Where patches have been made, the material excavated has been windrowed along the shoulders, effectively blocking runoff and aggravating the present ineffective drainage conditions.

Unless there is immediate and extensive work done on the ditches and culverts on these projects, there will be no bituminous surface left by next spring. We are asking that the county make effective repair of this project. The repairs they have performed to date on the surface will be wasted unless the ditches are cleared of brush, deepened and opened to culverts. While these projects are not on the Strategic Network, it is quite evident from the number of army vehicles using the road that it is of real military importance.

We intend to reinspect this road in the near future and would like to have Mr. Cutler, or whomever you may designate, accompany Mr. Cameron on this inspection.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

RECEIVED
AUG 31 1942
OREGON
STATE HIGHWAY COMMISSION

Copy sent to Collier

RECEIVED
MAY 11 1939
FOR

FAS-1-A

May 10, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

In regard to the starting dates on Oregon Federal Aid Secondary Projects FAS 1-A and FAS 2-A, referred to in your letter of May 9, you are advised as follows:

Our copy of the telegram from the resident engineer to Mr. W. H. Lynch indicates the starting date on FAS 2-A as September 11, 1937, and this is correct.

Production of material for FAS 1-A was first started on October 21, 1937.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by G. Hester/MH

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

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MAY 10 1939
OREGON
STATE HIGHWAY COMMISSION

May 9, 1939

Mr. R. H. Baldock,
State Highway Engineer
Salem, Oregon

Dear Sir:

Will you please advise the dates work began on Oregon Federal Aid Secondary Projects FAS 1-A and FAS 2-A, constructed as part of your Contract No. 2004?

Your resident engineer's telegram advised that work on FAS 2-A started September 13, 1937, but we have no information with respect to FAS 1-A. The field estimate indicates that work under the contract started September 11.

Very truly yours,

W. H. LYNCH,
District Engineer

By F E Andrews
F. E. Andrews,
Senior Highway Engineer

1-2004

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MAY 16 1939
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UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
APR 4 - 1939
OREGON
STATE HIGHWAY COMMISSION

Fnl-1

April 3, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The Acting Chief of Bureau on March 31, 1939, approved the project statement for Oregon Federal Aid Secondary Project No. FAS 1, revised, involving the improvement of 7.5 miles of the Tillamook-Netarts Road, between a connection with Federal Aid Route 2 in Tillamook and a point in the southeast quarter of Section 31, T. 1 S., R. 10 W., in Tillamook County.

The project statement was approved subject to the condition that the approval of the War Department will be obtained for the plans and location of any bridge construction across Trask and Tillamook Rivers before submission of P. S. and E. for such construction if these rivers are found to be navigable.

Very truly yours,

W H Lynch

W. H. LYNCH,
District Engineer

March 7, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed five copies of revised project statement for the Tillamook-Netarts Section, Project No. FAS 1.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

STATE Oregon

PROJECT NO. FAS 1 (Revised)
(Not to be filled in)

Form PR. 1
BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF AGRICULTURE

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

Approved July 11, 1916, and acts amendatory thereof and supplementary thereto

(Date) March 1, 1939

The Secretary of Agriculture,
Washington, D. C.

SIR: The State of Oregon, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended and supplemented, and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission, constituting the State Highway Department of said State, this project statement for the road herein described, which it is proposed to construct under the provisions of said Acts and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Acts.

1. Local name of road Tillamook-Netarts Road

2. Between co[illegible] a point in SE¼ Sec. 31, T. 1 S., R. 10W, and a connection with Fed. Route No. 2 in City xxx and of Tillamook

3. Between intermediate control points if used: and

County of Tillamook

4. Length in miles (gross) 7.5 (net) 7.5

5. Preliminary estimate of cost: Total, $57,000; section of road to be ~~first~~ next improved, $7,000, of which $ is the estimated cost of "bridges" of more than 20 feet clear span.

6. Amount of funds which {are / will be} available for construction of section of road to be first improved: (a) State: (Amount.)

Current Income: Chap. 175, laws 1917; Chap. 31, laws 1920
(Source; refer to statute.)

(b) County
(Amount.) (Source; refer to statute.)

8—5073

7. Funds for maintenance to be provided by State or County, from the following
(State or (and) county.)

sources: Chap. 175, laws 1917; Chap. 31, laws 1920
(Refer to statute.)

8. Official, officials, or depository authorized by State law to receive public funds of the State and designated by the State Highway Department to receive Federal funds for this project: Treasurer of the State of Oregon

9. Names of State and Federal Engineers making Route Report, and full title of report accompanying this Project Statement:

10. Places on the project having a population of 2,500 or more as shown by the latest Federal census:

Tillamook

11. Additional remarks:

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct, and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department.)

By

As Chairman
(Title of officer.)

By

As Commissioner
(Title of officer.)

By

As Commissioner
(Title of officer.)

Bureau of Public Roads
U. S. Dept. of Agr.

State Oregon

Project No. FAS 1

CERTIFICATE

That the road embraced in project statements will become a part of the designated system or group of secondary or feeder roads and is not a potential addition to the Federal-aid highway system within a reasonable interval.

(Date) July 20, 1937

THE SECRETARY OF AGRICULTURE
Washington, D. C.

Sir:

Certification is hereby made that, by every reasonable prospect, the road for which this project statement is submitted will be a part of the system or group of secondary or feeder roads to be selected under the provisions of Section 4 of the Rules and Regulations approved February 9, 1937, and that it is not a potential addition to the Federal-aid system within a reasonable interval.

OREGON STATE HIGHWAY COMMISSION

I concur.

By____________________
As Chairman

____
District Engineer, B. P. R.

By____________________
As Commissioner

(Date)____________________

By____________________
As Commissioner

(NOTE: This certificate should be executed in the same manner as now provided in State law for the execution of project agreements).

Bureau of Public Roads
U. S. Dept. of Agr.

State Oregon

Project No. FAS 1 (Revised)

CERTIFICATE

That the road embraced in project statements will become a part of the designated system or group of secondary or feeder roads and is not a potential addition to the Federal-aid highway system within a reasonable interval.

(Date) March 1, 1939

THE SECRETARY OF AGRICULTURE
Washington, D. C.

Sir:

Certification is hereby made that, by every reasonable prospect, the road for which this project statement is submitted will be a part of the system or group of secondary or feeder roads to be selected under the provisions of Section 4 of the Rules and Regulations approved February 9, 1937, and that it is not a potential addition to the Federal-aid system within a reasonable interval.

OREGON STATE HIGHWAY COMMISSION

By____________________
As Chairman

By____________________
As Commissioner

By____________________
As Commissioner

I concur.

____
District Engineer, B. P. R.

(Date)____________________

(NOTE: This certificate should be executed in the same manner as now provided in State law for the execution of project agreements).

PACIFIC
OCEAN
BAY

OREGON STATE HIGHWAY DEPARTMENT

Sketch Map

TILLAMOOK – NETARTS ROAD

TILLAMOOK COUNTY

PROJ. NO. F.A.S. – 1 (Revised)

Scale: 1" = 1 Mi.

July, 1937
Feb., 1939

FaS 1-AF

CROSS REFERENCE SHEET

Name or Subject Letters to and from Bureau of Public Roads dated November 19, 1938 and Jan. 3, 1939, regarding a claim by Wm. VanCleave against the Dolan Construction Co. involving Contract #1933, FAP 115-G and Contract #2004, FAS 1A and 2A.

File No.

Regarding

Date Nov. 19, 1938
Jan. 3, 1939

Filed under date of 1/3/39

SEE FAP 115-G

Name or Subject

File No.

File cross reference form under name or subject at top of the sheet and by the latest date of papers. Describe matter for identification purposes. The papers, themselves should be filed under name or subject after "SEE."

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#2004

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OCT 7 1938
FOR FILING

Fa-L 1-a

October 7, 1938.

Glens Falls Indemnity Company,
Jewett, Barton, Leavy & Kern, Agents,
Lewis Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2004, Tillamook County Oiling Project on County Roads in Tillamook County, has been completed by the contractor, J. C. Compton, and that final settlement will be made by the State with said contractor for work done under said contract on or after October 17, 1938.

The State has not been advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $57,709.69, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED
OCT 8 1938
FOR FILING
FA J 1-a

October 4, 1938

Hon. County Court of Tillamook County
Tillamook, Oregon

Gentlemen:

This is to advise that the Nehalem River Section of the Nehalem River Road, 1.5 miles in length, and the Tillamook-Netarts Section of the Tillamook-Oceanside Road, 2.9 miles in length, have been completed by the contractor and are now being turned over to the county for maintenance, under the terms of an agreement executed by the Tillamook County Court and the State Highway Commission July 29, 1937. This agreement provides that the county shall make proper provision each year for the maintenance of these projects, and that they shall be maintained in a manner satisfactory to the State Highway Commission and the Secretary of Agriculture.

Very truly yours,

State Highway Engineer

cc Mr. W. H. Lynch
Mr. F. D. Mason

RECEIVED
SEP 16 1938
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 3.

IN YOUR REPLY PLEASE REFER TO FILE NO. [illegible]

September 14, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FAS 1-A, Tillamook-Netarts county road, was made by a representative of this office on August 30, 1938. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Highway Engineer

Im

FORM
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
SEP 15 1938
FOR FILING
7a D. - 2

September 14th, 1938

Mr. W. [illegible] Lynch
District Engineer
Bureau of Public Roads
Portland, Oregon

NOTED
State Highway Engineer

Dear Sir:

Your concurrence in an extension of time is requested on J. C. Compton's Contract No. 2004, Tillamook County oiling project, F.A.S. 2-A and F.A.S. 1-A, from July 15th, 1938 to August 23rd, 1938.

This extension is requested for placing the final seal coat. The contractor could have completed the final seal within the time limit, but his oiling outfit was working at the time on the Wilson River contract in the near vicinity , and it was deemed advisable to leave the final seal on the county road project until the oiling was completed on the Wilson River. This gave a longer curing period, and the arrangement was made at the request of this department.

It is our recommendation that the extension be granted without penalty.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

Dictated by
Chas. E. Low
R

cc to: R. H. Baldock

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
SEP 12 1938
FOR FILING

40-1-2

RECEIVED
SEP 8 - 1938

IN REPLY PLEASE
REFER TO FILE NO.

229-1021

September 9, 1938

NOTED
State Highway Engineer

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. H. G. Smith.

Dear Sir:

Herewith a request from Mr. J. C. Compton for an extension of time on the Tillamook County Oiling Project, contract No. 2004. Attached also is the consent of surety.

The contract time limit on this work was July 15th, and the final seal was not applied and the job completed until July 23rd. This final seal could have been applied and the work completed within the time limit. Mr. Compton's oiling outfit was working at the time on the Wilson River contract in the near vicinity, but it was deemed advisable to leave the final seal on the county road project until the oil mat was applied on the Wilson River job. This arrangement gave a longer curing period after the first seal to give better results on the final seal. Also, it allowed the first seal to have the full required curing period on the Wilson River job, so that the final seal could be placed immediately after the final seal on the county road job.

This arrangement was made at our own request, and it is recommended that the extension of time be granted without penalty.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc R. H. Baldock
H. B. Glaisyer

#2004

229-1021

Glens Falls
INDEMNITY COMPANY
of Glens Falls, New York.

R. H. GRIFFITH, VICE-PRESIDENT
R. LYNN COLOMB, ASS'T MGR.
PACIFIC COAST DEPARTMENT
MILLS TOWER SAN FRANCISCO

Jewett, Barton, Leavy and Kern
Resident Agents
LEWIS BUILDING
Telephone ATwater 4123
PORTLAND, OREGON

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SEP 8 - 1938
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

RECEIVED
SEP 10 1938

September 7th, 1938

Oregon State Highway Commission
Salem, Oregon

Attention, Mr. F. D. Eason, Division Engineer

Dear Sir:

Re: File No. 229-1021

We enclose herewith application of J. C. Compton for an extension of time on the Tillamook County Oiling Project, State Contract No. 2004, from July 15th to July 23rd, inclusive.

Very truly yours,

JEWETT, BARTON, LEAVY & KERN

BY Charles S. Barton

CSB HK

#2004

RECEIVED
SEP 8 1938
FOR FILING

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September 2, 1938

GLENS FALLS INDEMNITY COMPANY
Jewett, Barton, Leavy & Kern, Agents
Lewis Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to J. C. Compton on Contract No. 2004, Tillamook County Oiling Project. This payment will be made on or after September 12, 1938.

Very truly yours,
OREGON STATE HIGHWAY COMMISSION
By

Secretary

RA:MBL

#2004

RECEIVED
SEP 6 1938
FOR FILING
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September 2, 1938

GLENS FALLS INDEMNITY COMPANY
    Jewett, Barton, Leavy & Kern, Agents
Lewis Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to J. C. Compton on Contract No. 2004, Tillamook County Oiling Project. This payment will be made on or after September 12, 1938.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

RA:MBL

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

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SEP 19 1938
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FA [illegible] 1-[illegible]

September 1, 1938

IN REPLY PLEASE
REFER TO FILE NO.
229-1021

Mr. J. C. Compton,
Contractor,
McMinnville, Oregon.

Dear Sir:

Please submit a written request for extension of time, with consent of your surety, covering the period from July 15th to 23rd, inclusive, on the Tillamook County Oiling Project, which has overrun the specified date of completion.

Yours very truly,

F. D. EASON,
Division Engineer.

By

G. W. ROSS,
Office Engineer.

GWR:AM
cc E. H. Probert
H. G. Smith
H. B. Glaisyer ✓
J. H. Scott

McFarland

Mr. Scott:

Your semi-final estimate and quantity summary sheets showed the date this project was completed as July 15th. This error has caused considerable confusion in the main office, and it is requested that you be sure that the date shown on the semi-final estimates coincides with the date furnished the Bureau of Public Roads as the completion date of the projects.

G. W. Ross

FORM E.A.

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

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AUG 29 1938
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August 26, 1938

IN REPLY PLEASE REFER TO FILE NO.
229-1021

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. H. G. Smith.

Dear Sir:

We are transmitting today to J. W. McCallister the following records supporting the final estimate on the Tillamook Oiling Project, Contract No. 2004:

1 Book Miscellaneous Tabulation Sheets
1 Book - Record of Oil Spread
1 Package - 11 Books Material Receipts
1 Package - 3 " " "
1 Package - 10 " " "
1 Package - 6 " " "

Three copies of the quantity summary sheet and four copies of the estimate are being transmitted to the office of S. H. Probert. There is attached the engineer's explanation of overruns and underruns exceeding 10 per cent of the preliminary estimate.

Yours very truly,

F. D. EASON,
Division Engineer.

By

G. W. ROSS,
Office Engineer.

GWR:AM
cc R. H. Baldock
S. H. Probert
J. W. McCallister
J. W. Nash

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

Nehalem, Oregon,
August 20th, 1936

Mr F.D.Mason,
Division Engineer,
Oregon State Highway Commission,
Salem, Oregon,

Dear Sir:

The following is an explanation of over run and under run on the several units of Contract # 2004, for 0-11 oil macadam and other work of the Tillamook County Oiling Project.

Nehalem-North Fork Section FAS [illegible] 2A

	Original estimate	Final estimate	Overrun	Underrun	% over run	% under run
1½"-0" surfacing	2600	2646	46		1.8%	
Filler	250	240		10		4.0%
Filler Haul	250	675	425		170.0%	
Sprinkling	100	00		100		100.0%
Preparation of base	1.5	1.5				
Mineral aggregate	900	922	22		2.4%	
Cut Back Asphalt	50	47.54				4.9%
Tar	78	65.65				16.4

Filler Haul: Evidently contemplated that filler could be obtained within limits of job but there was no material except clay which was not suitable under oil. [illegible] Sand filler hauled from Manzanita Junction.

Sprinkling: Work was done in the fall and the road maintained all winter and rains came just as contractor started preparing base so that no sprinkling was needed.

Tar: Observation of other units of this project showed that there was a tendency for the tar to bleed through almost immediately so attempt was made to hit as near specification as possible but to be on the light side. From amount of bleeding, there is plenty of tar in the surface.

North Fork-Camp 4 Junction Section

	Original estimate	Final estimate	Overrun	underrun	% overrun	% underrun
Preparation of base	1.2	1.2				
Mineral Aggregate	650	662.5	12.5		1.9%	
Hauling Mineral Aggregate	600	501.75		98.25		16.4%
Cutback asphalt	40	37		3.0		7.5%
Tar	57 22	49.[illegible]		7.09		12.4

Hauling Mineral aggregate: County furnished rock and it was piled part way along the job for part of the piles and not slightly off the end of the job as expected that it would be.

Tar: Tar had been coming through the rock and bleeding very shortly after completion and it was desired to hit as near the specified amount as possible but to be slightly under rather than any over.

Summit-Tillamook River Section

	Original estimate	Final estimate	Overrun	Underrun	% overrun	% overrun
1½"-0" surfacing rock	1600	2054	454		28.0%	
Filler	160	00		160		100.0
Filler Haul	160	00		160		100.00
Sprinkling	80	00		80		100.00

F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

	Original estimate	Final estimate	Overrun	Underrun	% overrun	% underrun
Preparation of Base	2.9	2.9				
Mineral Aggregate	1750	1813	63		3.6%	
Cutback Asphalt	104	91.60		12.31		11.8%
Tar	160	141.25		8.75		5.5

1½"-0" rock surfacing: In the spring, after the contract amount of rock had been put on, several weak places showed up and it was considered necessary to put on more rock to reinforce the base. An increase in autorization was approved which covered this additional amount of rock.

Filler: Crushed material was gravel from the river and there was enough sand and ½"-0" material so that no filler was necessary .

Filler Haul: No filler put on.

Sprinkling: Work done last fall and maintained through the winter. Rains came just as the contractor was preparing base and no sprinkling was necessary.

Cut back Asphalt: Contract made on the basis .25 to .50 gas as necessary. Not enough material could be cut loose to absorb the full .50 gals.

Tar: The tar came through the rock and started bleeding so quickly that it was apparent that no more tar than ~~specified~~ specified should be used so it was attempted to hit right on the specification but to be on the under side with any variation.

Mineral Aggregate: Overrun of 63 yards. Started bleeding so soon and so badly that more rock had to be put on a two different times to keep oil from picking up.

Woods-Coast Highway Section

	Original estimate	Final estimate	Overrun	Underrun	% overrun	% under ~~under~~run
Preparation of Base	2.9	2.9				
Mineral Aggregate	1550	1523.0		27.0		1.7
Hauling Mineral "	3300	2534.5		765.5		23.2%
Cutback Asphalt	85	82.05		2.95		3.5
Tar	133	127.72		5.28		4.0

Hauling Mineral Aggregate: 23.2% underrun. County Court did not get grade adjacent to Oregon Coast Highway raised above high water and requested that about 800 feet here not be oiled and the limit at Woods extended that far toward Pacific City. When estimate was made, it was not known just where rock would be stock piled but it was assumed that it would be North of the bridge, County owned property at the South end of the bridge and rock was piled there, with a reduction in haul distance required.

Yours truly,

J.H.Scott

Resident Engineer

Form [illegible]

7a S 1-a

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 30th, 193 8

Section Tillamook County Oiling Project

Kind of work produce oil rock-oil roads

Highway Tillamook Secondary

Section prefix 229-1021 FAS 1-A,2-A

Contractor J.C.Compton

Contract number 2004

Date of contract September 4th, 193 7

Date of completion July 15th, 193 8

Date work started September 11th, 193 7

Estimated date of completion July 23rd, 193 8

Amount of contract $ 38316.00

Per cent of time elapsed 100 plus %

Estimated cost of completed project, exclusive of engineering $39650.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 1117.30, 2.95 %

Date project was completed July 23rd, 193 8

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor still maintaining the roads which are all in good shape.Final estiamte about completed and will be sent in next week.

RECEIVED
AUG 1 - 1938
Office of
DIVISION ENGINEER
DIVISION NO. 2

AUG 1 1938

Signed J.H.Scott JHScott

Address Nehalem,Oregon,

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project				8.5	
Miles partially completed					
Miles completed				8.5	
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day				1	
Hours per shift				8	
Average force on project for week				1	

Percentages of men employed on contract to be secured from: Tillamook or 320

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM 320					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men					1		1
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders broom 1, Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

July	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday 24th	clear	and hot all week	
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
FEB 23 1938
FOR FILING
FAS 1-A

February
9th
1938

Tillamook County Court
Tillamook
Oregon

Gentlemen:

Recently a complaint was received from the Bureau of Public Roads concerning the maintenance of the Tillamook-Netarts county road, Oregon FAS No. 1-A.

Attached hereto are some pictures submitted by the Bureau, which are self-explanatory.

The terms of the maintenance agreement specify that this section shall be well maintained at all times. I suggest that the road be well bladed to eliminate the potholes shown in the pictures.

Very truly yours,

State Highway Engineer

[redacted]
JHB/er
[redacted].

cc J. N. Bishop

(Copy made for W. H. Lynch)

RRED TO
M. Bishop
By State Highway Engineer

Please prepare a
letter to the Co.
Court asking them
to do the maintenance
the Bureau request.

RECEIVED
FEB 9 - 1938
OFFICE OF
MAINTENANCE ENGINEER

TES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

February 3, 1938

k
gineer

ction of the Summit-Tillamook section of
tarts county road, Oregon FAS No. 1-A, in
hat maintenance of the new surfacing has
eglected. Prints are attached showing the
road.

ggested that the surface be maintained
atisfactory condition to receive the oil
surface when weather is suitable.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

February 3, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

An inspection of the Summit-Tillamook section of the Tillamook-Netarts county road, Oregon FAS No. 1-A, in January, shows that maintenance of the new surfacing has been seriously neglected. Prints are attached showing the condition of the road.

It is suggested that the surface be maintained so as to be in satisfactory condition to receive the oil surface when weather is suitable.

Very truly yours,

WHLynch

W. H. LYNCH
District Engineer

Encl.

RECEIVED
JAN 31 1938
FOR FILING

1-a

January 31, 1938

Carey, Hart, Spencer & McCullough,
Law Offices,
1410 Yeon Building,
Portland, Oregon.

Gentlemen:

Receipt is acknowledged of your letter of January 28th concerning the J. G. Compton Contract No. 2004, Tillamook County Oiling Project on certain county roads in Tillamook County.

You are advised that the bond furnished in connection with the above contract was written by the Glens Falls Indemnity Company for whom Jewett, Barton, Leavy & Kern, who have offices in the Lewis Bldg., Portland, Oregon, are resident agents.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict/ by J. McFarland.

CAREY, HART, SPENCER AND McCULLOCH
(CAREY AND KERR)
LAW OFFICES
1410 YEON BUILDING
PORTLAND, OREGON

CHARLES A. HART
OMAR C. SPENCER
CHARLES E. McCULLOCH
FLETCHER ROCKWOOD
HOWARD T. McCULLOCH
DAVID L. DAVIES
PHILIP CHIPMAN

RECEIVED
31 1938
STATE HIGHWAY COMMISSION

January 28, 1938.

State Highway Commission,
Salem,
Oregon.

Gentlemen:

We would like to ascertain the name of the surety company executing the bond given by J. C. Compton on State Highway Contract No. 2004. This contract covers Tillamook County oiling project, on which Mr. Compton was the contractor and Dolan Construction Company and Mr. Felshaw were subcontractors.

We shall appreciate your prompt attention to this matter.

Very truly yours,

Carey, Hart, Spencer & McCulloch

REFERRED TO
BY SECRETARY

prepare reply

#2004

RECEIVED
JAN 22 1938
FOR FILING

1-a

January 21, 1938

Hon. Earl Snell
Secretary of State
BUILDING

Dear Sir:

This acknowledges receipt of your letter of January 19, enclosing three copies of a notice of claim by William E. and J. W. Van Cleave against J. C. Compton, Principal, and Glens Falls Indemnity Company, Surety, in the amount of $858.17, for work on the Tillamook County Oiling Project, contract No. 2004.

We have noted this claim in our records of this job and are forwarding copies thereof to the contractor and the surety.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MEL

January 21, 1938

GLENS FALLS INDEMNITY COMPANY
    Jewett, Barton, Leavy & Kern, Agents
Lewis Building
Portland, Oregon

Gentlemen:

We have received from the office of the Secretary of State three copies of a notice of claim by William H. and J. W. Van Cleave, in the amount of $858.17, against J. C. Compton, for labor performed and materials furnished in connection with the work of surfacing on the Tillamook County Oiling Project, being State Highway Contract No. 2004.

Inasmuch as you are the surety furnished by the contractor on this job, we are forwarding to you a copy of this notice of claim for your information and attention.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

cc - J. C. Compton

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

[illegible]
JAN 20 1938
OREGON
STATE HIGHWAY COMMISSION

January 19, 1938

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files three copies of a notice of claim by William H. & J. W.Van Cleave against the bond taken from J.C.Compton, principal, and Glen Falls Indemnity Company, surety, for $858.17 for work on the Tillamook County Oiling project, contract 2004, which was received from Carey, Hart, Spencer & McCulloch, Portland, Oregon, and filed in this office today.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell
Secretary of State

S:FM
encs. 3

COPY

NOTICE OF CLAIM

TO THE STATE OF OREGON:

NOTICE is hereby given that the undersigned, WILLIAM H. VAN CLEAVE and J. W. VAN CLEAVE, partners, have a claim for labor performed and materials furnished in powder work, blasting, road construction, and rock crushing, in the sum of $858.17, against the bond taken from J.C.Compton, as principal, and Glen Falls Indemnity Company, as surety, for the work of surfacing on the Tillamook County Oiling Project covered by State Highway Contract No. 2004.

WM. VAN CLEAVE

J. W. VAN CLEAVE

Endorsed: File No. 2758
Filed January 19, 1938
EARL SNELL, Secretary of State

2

/

RECEIVED
JAN 8 1938
FOR FILING
Stencil No. 124

RECEIVED
8 1937
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon FAS 2
Nehalem-North Fork section
Nehalem River Road

December 17, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the __________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By F. M. Davis
F. M. Davis
Highway Engineer

Encls.

Jeon

H4pr 32617

Form P. R. 2

Federal Aid Secondary

State Oregon

Project No. FAS 2

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
19[illegible]

8—5518

PROJECT AGREEMENT

Memorandum of Agreement made this 15th day of November, 1937

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly Section 7 of the Act approved June 16, 1936, 49 Stat. 1521 (Public No. 686, 74th Congress).

Whereas the Highway Department of said State submitted on the 30th day of July, 1937, a project statement, which was approved by the Secretary on the 6th day of August, 1937, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for [redacted] said project which were recommended for approval by the United States District Engineer on the 28th day of July, 1937; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of eight thousand, nine hundred and 00/100

dollars ($8,900.00) as the share of the United States payable under said act on account of [redacted] said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State Chap. 175, laws 1917; Chap. 31, laws 1920 (Include date and citation of act of legislature by which authorized)

(*b*) From other sources (State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 1+00 in the NE 1/4, Section 27, T. 3 N., R. 10 W., and survey station 79+30, in the NW 1/4, Section 23, T. 3 N., R. 10 W., W. M.

, length 1.482 miles, in miles County, being ~~Section~~ Oregon Federal Aid Secondary project No. FAS 2, consisting of 1.482 miles of roadway and no bridges, ~~each of more than 20 feet clearance~~, ~~of mile in length~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

8—8612

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of ~~Section~~ .... of said project shall not in any event exceed the sum of eight thousand, nine hundred and 00/100 dollars ($8,900.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of fourteen thousand, five hundred eighty-six and 00/100 dollars ($14,586.00), the approved total estimated cost of ~~Section~~ .... of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall the payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department ~~will maintain said project in compliance~~ with said acts of July 11, 1916, ~~and November 9, 1921, out of funds which have been~~ or will be made available therefor by said State in the manner herein set forth, to wit: Maintenance of the project will be by: The County of Tillamook pursuant to its agreement of July 29, 1957 with the Highway Department.

(Include reference to statute authorizing funds and probable amount annually available)

STRICKEN OUT

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 6th day of Dec, 1937

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell

Chairman, State Highway Commission
(Title of officer)

By E. B. Aldrich

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

SECRETARY OF AGRICULTURE,

By H. J. O'Leary
Acting Chief, Bureau of Public Roads.

8—5518

FASec.

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(*Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.*)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Secondary Project No. FAS 2 State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $11,586.00 as the total estimated cost of said project, and the sum of $8,900.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 6th day of December one thousand nine hundred and thirty-seven

SECRETARY OF AGRICULTURE,

By W. J. O'Leary
Acting Chief, Bureau of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE 3—[illegible]

1-a

RECEIVED
JAN 3 1938
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
DEC 18 1937
OREGON
STATE HIGHWAY COMMISSION

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon FAS 1-A
Summit-Tillamook section
Tillamook-Netarts Road

December 17, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the __________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By T M Davis
T. M. Davis
Highway Engineer

Encls.

Jeo

Appr 32616

Form P. R. 2

State Oregon

Federal Aid Secondary

Project No. FAS 1-A

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 15th day of November, 1937

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto, particularly Section 7 of the Act approved June 16, 1936, 49 Stat. 1521 (Public No. 686, 74th Congress).

Whereas the Highway Department of said State submitted on the 20th day of July, 1937, a project statement, which was approved by the Secretary on the 6th day of August, 1937, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A of said project which were recommended for approval by the United States District Engineer on the 28th day of July, 1937; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of nine thousand, five hundred ten and 00/100 dollars ($9,510.00) as the share of the United States payable under said act on account of Section A of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, laws of 1917; Chapter 31, laws of 1920
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 0+76, in the SW 1/4, Section 26, T. 1 S., R. 10 W., W. M., and survey station 153+45, in the NE 1/4, Section 4, T. 2 S., R. 10 W., W. M.

, length 2.891 miles, in Tillamook County, being Section A of Oregon Federal Aid Secondary project No. FAS 1, consisting of 2.891 miles of roadway and no bridges, ~~each of more than 20 feet clear span,~~ ~~of miles in length~~

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of nine thousand, five hundred ten and 00/100 dollars ($9,510.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of fifteen thousand, five hundred eighty-three and 00/100 dollars ($15,583.00), the approved total estimated cost of Section A of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

STRICKEN OUT

Article VI. The Highway Department will maintain said project ~~in compliance with said acts of July 11, 1916, and November 9, 1921,~~ out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Maintenance of the project will be by:
(Include reference to statute authorizing funds and probable amount annually available)
The County of Tillamook pursuant to its agreement of July 29, 1957 with the Highway Department.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 12

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 3d day of Dec, 1937

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

SECRETARY OF AGRICULTURE,

By W J McLeary
Acting Chief, Bureau of Public Roads.

8—5318

FA Sec.

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department ~~as~~ Federal Aid Secondary Project No. FAS 1-A State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 15,583.00 as the total estimated cost of said project, and the sum of $ 9,510.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 3d day of December one thousand nine hundred and thirty-seven

SECRETARY OF AGRICULTURE,

By H. J. Leary
Acting Chief, Bureau of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE 3—4000

RECEIVED
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FOR FILING
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2-a

November 17, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith two signed copies of project agreement for the Nehalem-North Fork Section, Project No. FAS 2-A.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

RECEIVED
NOV 8 1937
FOR FILING

(Stencil #28)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
1937
STATE HIGH[illegible]SSION

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon FAS 2
Nehalem-North Fork section
Nehalem River Road

Fas #2

November 3, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Jon

RECEIVED
NOV [illegible] 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

(Stencil #28)

STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon FAS 1
Summit-Tillamook section
Tillamook-Netarts Road

Fad #1

November 3, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

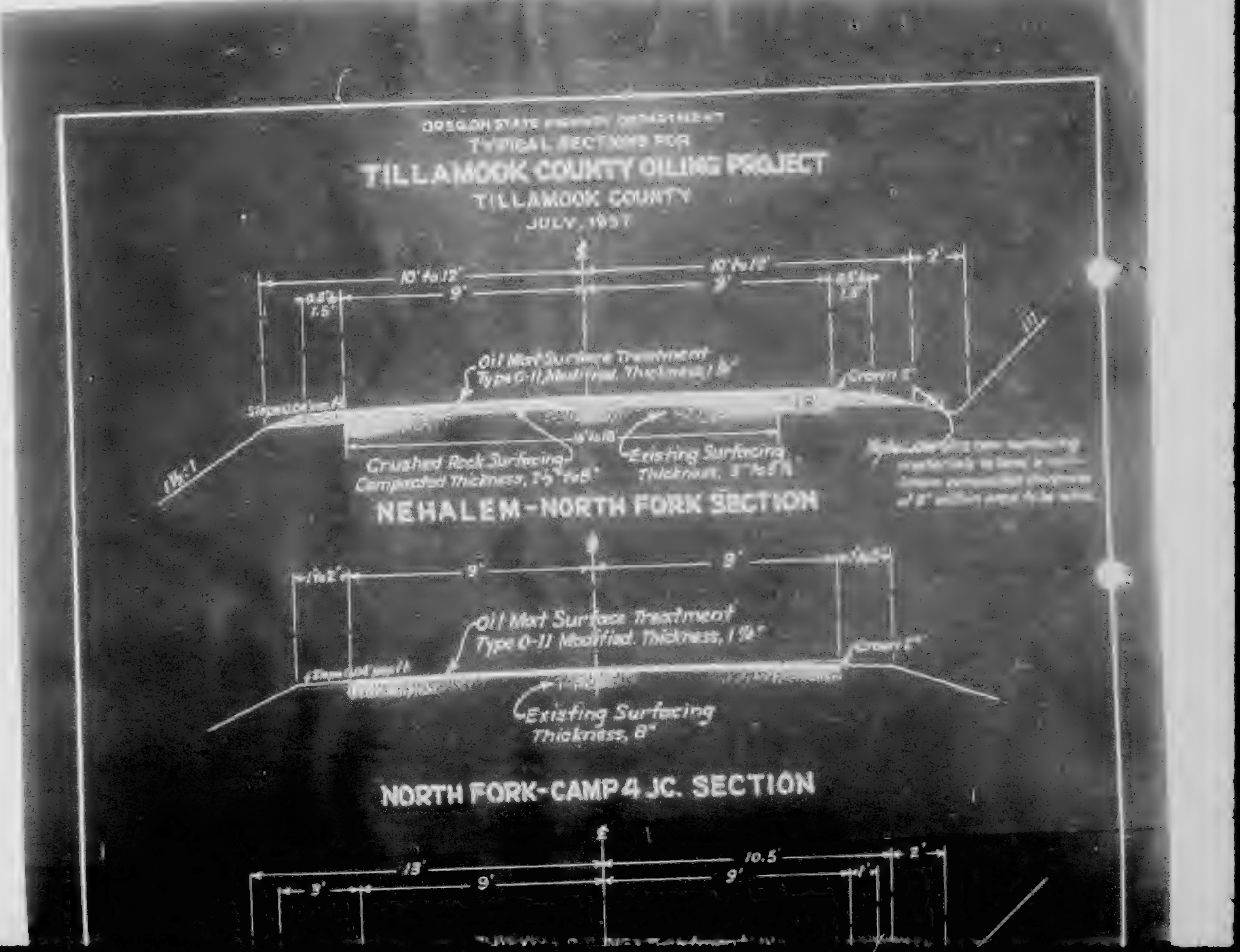
Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

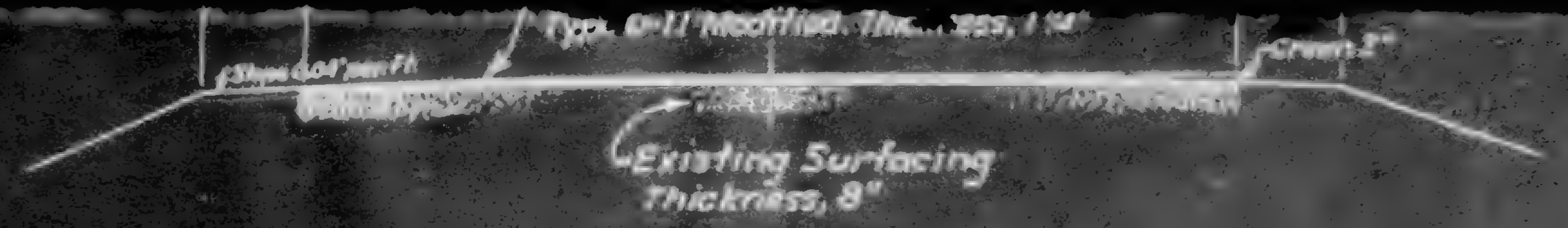
Very truly yours,

W. H. LYNCH
District Engineer

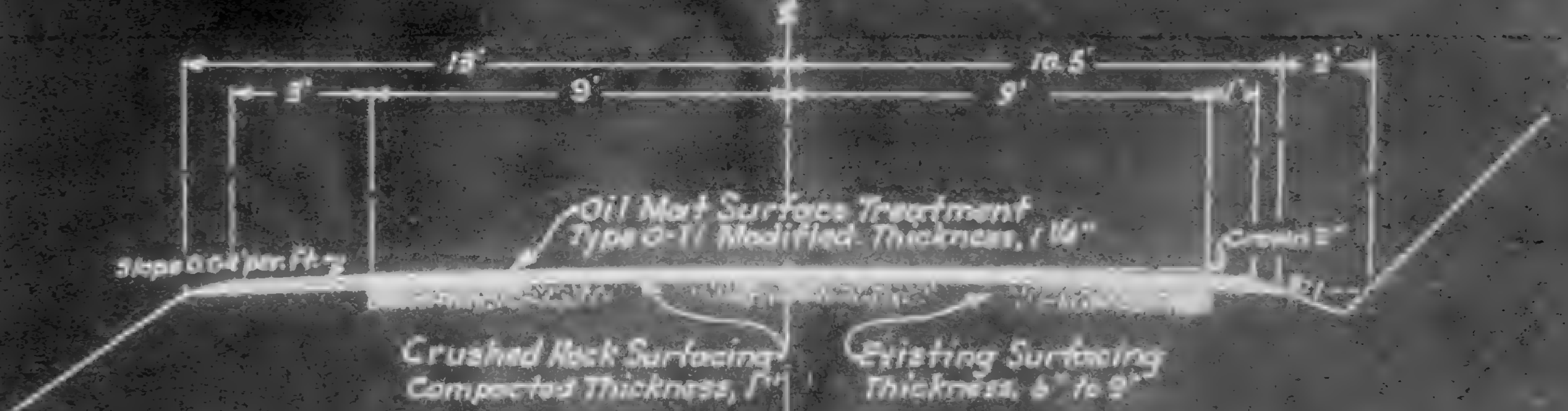
By LJCaufield
L. J. Caufield
Highway Engineer

Lon

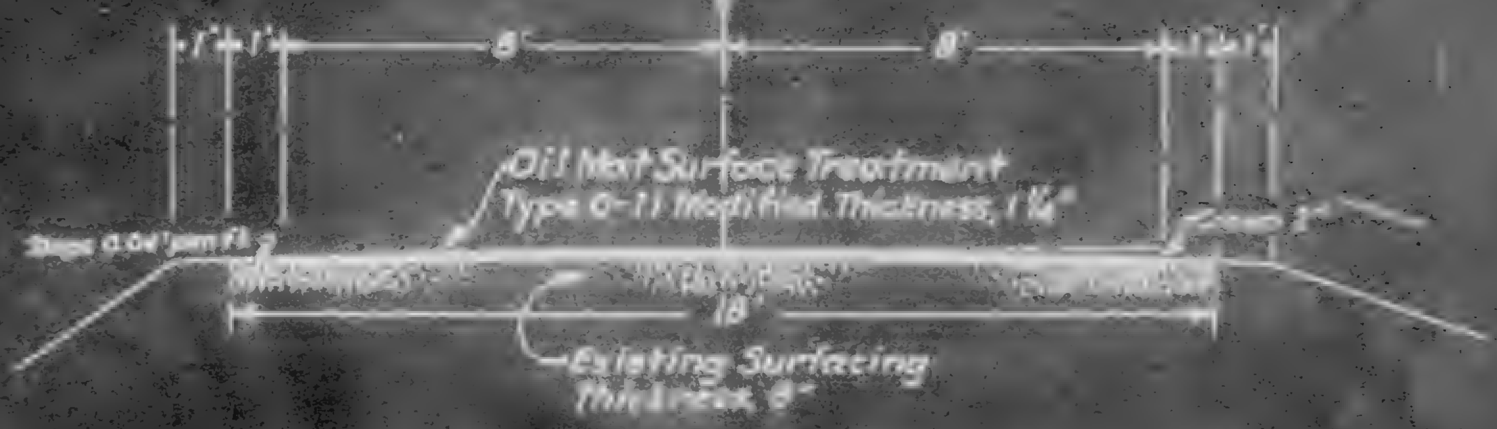

OREGON STATE HIGHWAY DEPARTMENT
TYPICAL SECTIONS FOR
TILLAMOOK COUNTY OILING PROJECT
TILLAMOOK COUNTY
JULY, 1937
10' to 12'
10' to 12'
9'
9'
0.5' to 1.5'
0.5' to 1.5'
2'
Oil Mat Surface Treatment
Type O-11 Modified, Thickness, 1½"
Crown 6"
1½:1
1:1
Crushed Rock Surfacing
Compacted Thickness, 1½" to 8"
Existing Surfacing
Thickness, 3" to 5"
NEHALEM-NORTH FORK SECTION
1' to 2'
9'
9'
Oil Mat Surface Treatment
Type O-11 Modified, Thickness, 1½"
Crown 6"
Existing Surfacing
Thickness, 8"
NORTH FORK-CAMP 4 JC. SECTION
13'
10.5'
2'
3'
9'
9'
1'



NORTH FORK - CAMP 4 JC. SECTION



SUMMIT - TILLAMOOK RIVER SECTION



WOODS - COAST HIGHWAY SECTION

RECEIVED
OCT 27 1937
FOR FILING

FAS 1

October 26, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to the inquiry contained in your letter of October 25, 1937, concerning the funds for construction and maintenance on Projects Nos. FAS 1 and 2.

Please be advised that the notation given at the bottom of the agreement estimate is correct with regard to the funds for construction. The one covering maintenance on the projects, however, should be changed to read "Funds for Maintenance See agreement executed July 29, 1936, by Tillamook County and the State Highway Commission."

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. E. Nash/ER

RECEIVED
26 1937
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

October 23, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Oregon FAS projects Nos. 1 and 2, in Tillamook County.

It is our understanding that both of these projects are not on the State System, and that maintenance is to be at County expense by the Counties, in accordance with agreements dated July 29, 1937, submitted with your letter of August 16, 1937.

We are now in receipt of the project agreement estimates covering these projects, which indicate by the information at the bottom that certain State funds may be used for construction and maintenance. In view of the maintenance agreement by the County, will you please advise why State funds for maintenance are indicated on the estimate. As the preparation of the project agreement is being withheld pending receipt of this advice, will you please let us know at your early convenience.

Very truly yours,

W. H. LYNCH
District Engineer

By

F. E. Andrews
Sr. Highway Engineer

RECEIVED
NOV 10 1937
FOR FILE
7a d
2-a

October 11, 1937

Mr. E. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Nehalem-North Fork Section, Project No. FAS 2-A.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. E. Nash/EB

Encl.

RECEIVED
NOV 10 1937
FOR FILE
7a ✓
2-a

October 11, 1937

Mr. W. E. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Nehalem-North Fork Section, Project No. FAS 2-A.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dicta by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 2-A

NEHALEM-NORTH FORK SECTION OF THE
NEHALEM RIVER ROAD IN TILLAMOOK COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 8, 1937

2,600	cu. yds.	1½" - 0" Material in Surfacing	$ 2.50	$ 6,500.00
250	cu. yds.	Filler	0.40	100.00
250	yd. mi.	Hauling Filler	0.20	50.00
100	M-Gal.	Sprinkling	2.00	200.00
1.5	miles	Preparation of Base	100.00	150.00
900	cu. yds.	Mineral Aggregate in Place	3.75	3,375.00
50	tons	Emulsified or Cutback Asphalt	26.50	1,325.00
78	tons	Tar in Place	20.00	1,560.00

Subtotal	$ 13,260
10% Engr. & Cont.	1,326
Total	$ 14,586

Length of Roadway	1.474 miles
" " 1 Bridge	0.008 mile
Total Length	1.482 miles
Cost per mile	$ 9,895

Note: Oiling is to be constructed across brige.

FAS Funds Requested- -	$ 8,900
State Funds- -	5,686
	$ 14,586

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, Laws 1920
State Funds for Maintenance: Chap. 175, laws 1917; Chap. 31, laws 1920

Also, see agreement executed July 29, 1937 by Tillamook County and the State Highway Commission.

RECEIVED
NOV 10 1937
FOR FILING
7a 2
1-a

October 11, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Summit-Tillamook Section, Project No. FAS 1-A.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 1-A

[illegible]-TILLAMOOK SECTION OF THE

TILLAMOOK-NETARTS ROAD IN TILLAMOOK COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 8, 1937

1,600	cu. yds.	1½" - 0" Materials in Surfacing	$ 1.75	$ 2,800.00
160	cu. yds.	Filler	0.40	64.00
160	yd. mi.	Hauling Filler	0.20	32.00
80	M-Gal.	Sprinkling	2.00	160.00
2.9	miles	Preparation of Base	100.00	290.00
1,750	cu. yds.	Mineral Aggregate in Place	3.00	5,250.00
104	tons	Emulsified or Cutback Asphalt	24.00	2,496.00
150	tons	Tar in Place	20.50	3,075.00
			Subtotal	$ 14,167
			10% Engr. & Cont.	1,416
			Total	$ 15,583

Length of Roadway	2.882 miles
" " 1 Bridge	.009 mile
Total Length	2.891 miles
Cost per mile, Roadway	$ 5,407

Note: Oiling is to be constructed across bridge.

FAS Funds Requested	$ 9,510
State Funds	6,073
	$ 15,583

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 175, laws 1917; Chap. 31, laws 1920

Also, see agreement executed July 29, 1937 by Tillamook County and the State Highway Commission.

1-a

CROSS REFERENCE SHEET

Name or Subject **File No.**

Date Sept. 28, 1937

Regarding

GLENS FALLS INDEMNITY COMPANY
Jewett, Barton, Leavy & Kern
Lewis Building
Portland, Oregon

Gentlemen:

We are forwarding to you today by express a full executed copy of each of the following contracts;

* * * * * * *

Contract No. 2004, which was awarded on September 4, 1937, to J. C. Compton, for the oiling of county roads in Tillamook County.

These copies are being sent you as surety on the bonds furnished by the contractors on these jobs, and are for your records and files.

Very truly yours,
OREGON STATE HIGHWAY COMMISSION
By
Secretary

SEE

Name or Subject **File No.**

File cross reference form under name or subject at top of the sheet and by the latest date of papers. Describe matter for identification purposes. The papers, themselves should be filed under name or subject after "SEE."

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RECEIVED
SEP 28 1937
FOR FILING
1-a

September 28, 1937

Mr. J. C. Compton
McMinnville
Oregon

Dear Sir:

We are forwarding to you today by express a fully executed copy of Contract No. 2004 which was awarded to you on September 4, 1937, for the oiling of county roads in Tillamook County.

This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

1M 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

RECEIVED
OCT 9 1937
FOR FILING
1-a

September 24, 1937

IN REPLY PLEASE
REFER TO FILE NO.
229-1021

Mr. R. H. Baldock,
State Highway Engineer,
O f f i c e.

NOTEL

Attention: Mr. J. M. Devers.

Dear Sir:

There are attached hereto for your approval as to form five copies of a proposed subcontract between F. C. Compton, party of the first part, and the Dolan Construction Company, party of the second part, covering the performance of certain work in connection with the Tillamook County Oiling Project, Contract No. 2204.

Yours very truly,

F. D. EASON,
Division Engineer.

By

C. F. O'Neil.

CFO'N:AM
cc R. H. Baldock

RECEIVED
SEP 18 1937
FOR FILING
1-a

September 15, 1937

Mr. [illegible] Probert, Office Engineer

Mr. [illegible] Bishop, Maintenance Engineer

Mr. Oscar Cutler, Assistant Office Engineer

Gentlemen:

I am handing you herewith a fully executed copy of the agreement between Tillamook County and the State of Oregon covering the matter of construction of certain county roads under state highway contract.

Very truly yours,

Secretary

[illegible]

attach

RECEIVED
SEP 16 1937
FOR FILING

1-a

September 15, 1937

County Court of Tillamook County

Tillamook, Oregon

Gentlemen:

I am handing you herewith a fully executed copy of the agreement between Tillamook County and the State of Oregon covering the matter of construction of certain county roads under state highway contract.

Very truly yours,

HBG:AM

Secretary

attach

RECEIVED
SEP 16 1938
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 8.

IN YOUR REPLY PLEASE
REFER TO FILE No. FAS 2-a

September 14, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FAS 2-A, Nehalem-North Fork section, was made by a representative of this office on August 29, 1938.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

RECEIVED
JAN 19
FOR FILING

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56

September 4, 1937

Mr. J. G. Compton,
McMinnville, Oregon

Dear Sir:

Confirming my wire to you of this date, the State Highway Commission today awarded you contract covering Tillamook County oiling project on three county roads. This award was based on your low bid of $38,316, using tar, which you submitted on August 12, 1937.

Contract forms will be sent to you in a few days for execution.

Yours very truly,

MBG:MC

Secretary

fx confirmed

M

	CABLE
GRAM	FULL RATE
DAY LETTER	DEFERRED
NIGHT MESSAGE	NIGHT LETTER
NIGHT LETTER	SHIP RADIOGRAM

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

COPY OF WESTERN UNION TELEGRAM

SALEM OREGON
SEPTEMBER 4 1937

J C COMPTON
MCMINNVILLE OREGON

STATE HIGHWAY COMMISSION TODAY AWARDED YOU CONTRACT COVERING OILING OF COUNTY ROADS IN TILLAMOOK COUNTY BASED ON YOUR LOW BID SUBMITTED AUGUST TWELFTH STOP CONTRACT FORMS FOLLOW SHORTLY

H B GLAISYER SECRETARY
STATE HIGHWAY COMMISSION

file

ANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE 1201-B

is a full-rate
legram or Cable-
gram unless its de-
ferred character is in-
dicated by a suitable
symbol above or pre-
ceding the address.

WESTERN UNION

241

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

SYMBOLS
DL = Day Letter
NM = Night Message
NL = Night Letter
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination.

Received at 437 State St., Salem, Org., Tel. 3171 1937 SEP 4 AM 9 25

PRH8 24 GOVT=PORTLAND ORG 4 918A

R H BALDOCK=

=STATE HIGHWAY ENGINER

RETEL THIRD WE CONCUR IN AWARDING CONTRACT OREGON FAS ONE A AND TWO A TO J C COMPTON LOW BIDDER AS OF THIS DATE=

LYNCH.

NOTED
H B GLAISYER

REFERRED TO
Withers
BY SECRETARY

A A.FAS.(

THERE IS NO DEPENDABLE SUBSTITUTE FOR WESTERN UNION TIME

RECEIVED
SEP 7 1937
FOR FILING
7as1-a

September 4, 1937

Tillamook County Court,
Tillamook, Oregon

Gentlemen:

Supplementing my letter to you of yesterday, the State Highway Commission today awarded to J. C. Compton the contract covering the Tillamook County oiling project on three county roads, approval having been received this morning from the Bureau of Public Roads.

Yours very truly,

Secretary

HBG:MC

72 N 1-2

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	X	FULL RATE	
DAY LETTER		DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

RECEIVED
SEP 7 1937
FOR FILING

COPY OF
WESTERN UNION TELEGRAM

SALEM, OREGON
SEPTEMBER 3, 1937

MR. W. H. LYNCH
DISTRICT ENGINEER
U. S. BUREAU OF PUBLIC ROADS
NEW POST OFFICE BUILDING
PORTLAND, OREGON

UPON RECEIPT YOUR CONCURRENCE WE WILL AWARD CONTRACT FOR TILLAMOOK COUNTY OILING PROJECT TO J C COMPTON

R. H. BALDOCK

1M 5-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
AUG 13 1937
FOR FILING

August 11, 1937

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Dear Sir: Attention: H. G. Smith, Construction Engineer

With reference to the Tillamook County oiling project for which bids are to be received on August 12th, which contract includes two units of improvement for Tillamook County for which they have agreed to deposit with the Highway Commission the sum of $15,000.00 to cover the cost of the contract work, the arrangements with the County are as follows:

They have agreed to do all of the required reshaping, grading, and resurfacing that will be necessary to put these units in a suitable condition for oiling. They have also agreed to stock pile the oil rock that will be needed for the oil mat construction so that our contract contemplates only the work of applying the oil mat on these two units.

The cost of the application of this oil mat on these two units by our estimate is $13,480.00, plus 10% will total $14,828.00. The total oil rock required on these two sections, of all sizes and with an allowance for loss, will be 750 cu. yds. for the North Fork-Camp 4 Junction Section, and approximately 1700 cu. yds. for the Woods-Coast Highway Section. The stock pile sites are indicated in the proposal as the junction with the Coast Highway for the North Fork-Camp 4 Junction Section, and at the Woods end of the Woods-Coast Highway Section. Should the piles be located at points requiring the contractor to haul a greater distance in his oiling operations, the County must stand the added haul adjustment.

As a condition of the award of this contract which will include these two County units, the County must deposit with the State Highway Commission the sum of $15,000.00 and make a definite commitment to provide the oil rock in the stock piles designated, which rock should conform to State Highway specifications and be supplied in full amount by June 1st, 1938.

Yours very truly,

F. D. EASON
Division Engineer

FDE:MH
cc Mr. R. H. Baldock ✓

RECEIVED
SEP 1 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
AUG 11 1937
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE
REFER TO FILE NO. 2

August 10, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

On August 6, 1937, the Acting Chief of Bureau approved the project statement for Oregon Federal Aid Secondary Project No. FAS 2, involving the improvement of 1.47 miles of the Nehalem River Road, between a connection with Works Program Secondary Project No. WPS 283 in the town of Nehalem, and a point in Section 23, T 3 N, R 10 W, near the west end of the existing bridge over the north fork of the Nehalem River in Tillamook County.

Very truly yours,

W. H. LYNCH
District Engineer

By

F. E. Andrews
Sr. Highway Engineer

Tom

RECEIVED
SEP 1 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
AUG 11 1937
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE
REFER TO FILE No.

August 10, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

On August 6, 1937, the Acting Chief of Bureau approved the project statement for Oregon Federal Aid Secondary Project No. FAS 1, involving the improvement of 4.8 miles of the Tillamook-Netarts Road, between a connection with Federal Aid Route No. 2 in Tillamook and a point in Section 4, T 1 S, R 10 W, in Tillamook County.

Very truly yours,

W. H. LYNCH
District Engineer

By

F. E. Andrews
Sr. Highway Engineer

Tom

STATE Oregon
PROJECT NO. FAS 1
(not to be filled in)

Form PR. 1
BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF AGRICULTURE

RECEIVED
AU 19 1932
FOR FILES
FAS 1

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

Approved July 11, 1916, and acts amendatory thereof and supplementary thereto

(Date) July 20, 1937

The Secretary of Agriculture,
Washington, D. C.

SIR: The State of Oregon, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended and supplemented, and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its Oregon State Highway Commission, constituting the State Highway Department of said State, this project statement for the road herein described, which it is proposed to construct under the provisions of said Acts and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Acts.

1. Local name of road Summit-Tillamook Section, Tillamook-Netarts Road
2. Between ~~[illegible]~~ a connection with F. A. Route No. 2 in Tillamook and a point in NE. ¼ Sec. 4, T. 1 S., ~~XXXX~~ R. 10 W.
3. Between intermediate control points if used: and

County of Tillamook

4. Length in miles (gross) (net)
5. Preliminary estimate of cost: Total, $ 50,000; section of road to be ~~first~~ improved, $ 18,500,

of which $ is the estimated cost of "bridges" of more than 20 feet clear span.

6. Amount of funds which {are / will be} available for construction of section of road to be ~~first improved~~: (a) State: (Amount.)

Current Income: Chap. 175, laws 1917; Chap. 31, laws 1920
(Source; refer to statute.)

(b) County
(Amount.) (Source; refer to statute.)

7. Funds for maintenance to be provided by State or County, from the following
(State or (and) county.)

sources: Chap. 173, Laws 1917; Chap. 31, Laws 1920
(Refer to statute.)

8. Official, officials, or depository authorized by State law to receive public funds of the State and designated by the State Highway Department to receive Federal funds for this project:

9. Names of State and Federal Engineers making Route Report, and full title of report accompanying this Project Statement:

10. Places on the project having a population of 2,500 or more as shown by the latest Federal census:

11. Additional remarks:

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct, and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department.)

By

As Chairman
(Title of officer.)

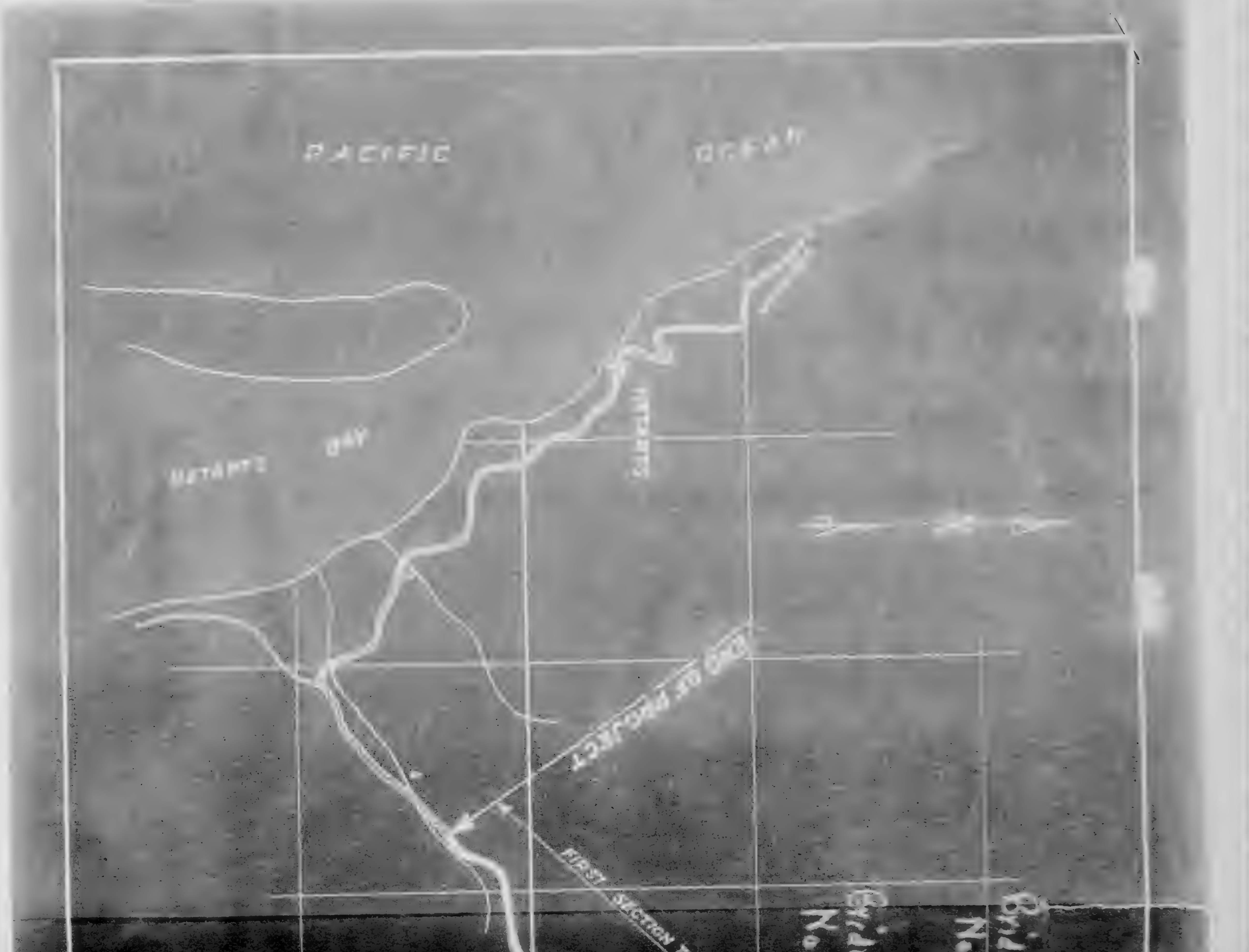
By

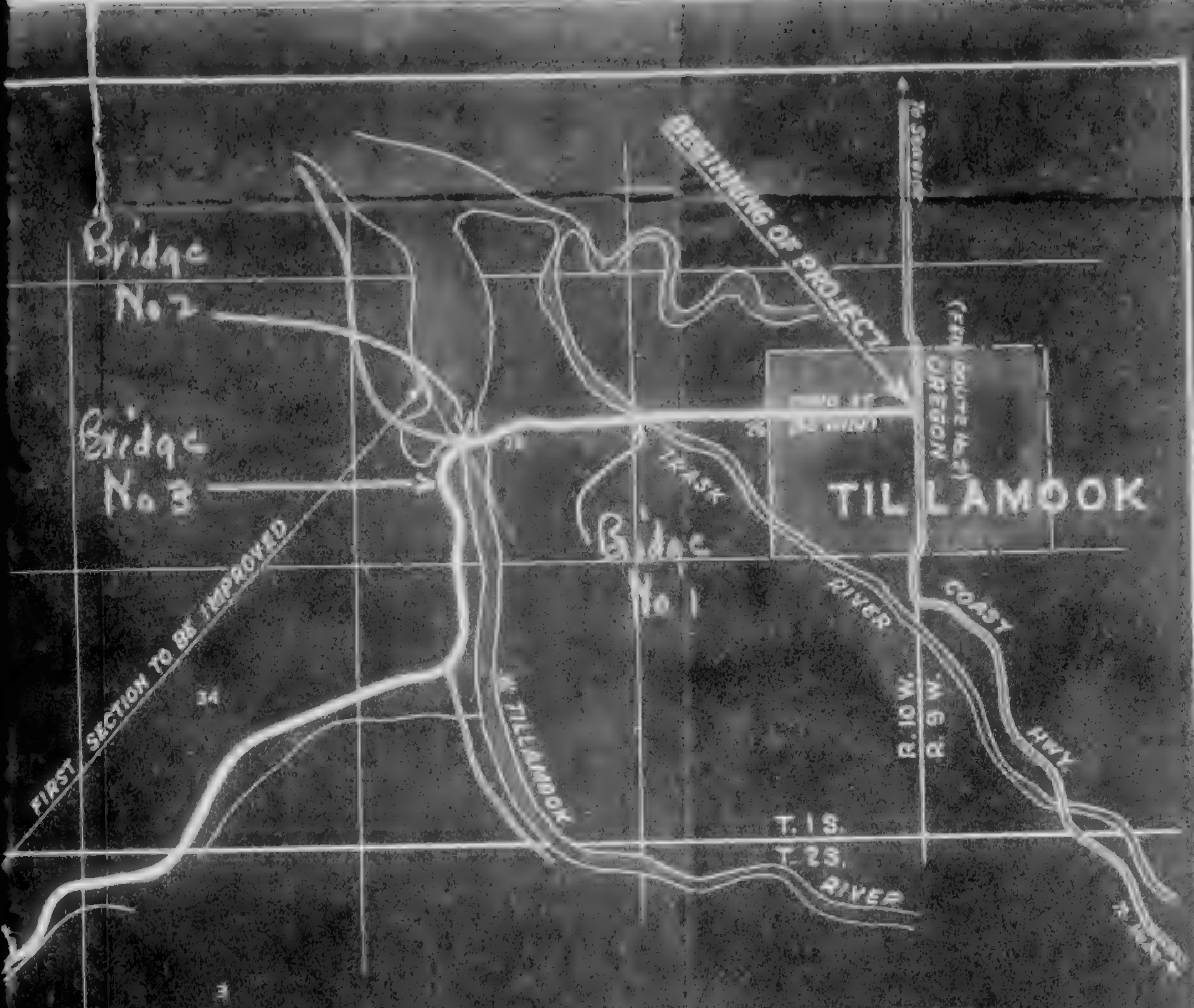
As Commissioner
(Title of officer.)

By

As Commissioner
(Title of officer.)

GOVERNMENT PRINTING OFFICE [illegible]


PACIFIC
OCEAN
NETARTS
BAY
NETARTS
END OF PROJECT
FIRST SECTION TO BE
Bridge
No 2
Bridge
No 3



OREGON STATE HIGHWAY DEPARTMENT

Sketch Map

SUMMIT - TILLAMOOK RIVER SEC.

TILLAMOOK-NETARTS ROAD

TILLAMOOK COUNTY

PROJ. NO. FAS - 1

Scale: 2" = 1 Mi. July, 1937

RECEIVED
NOV 10 1937
FOR FILING

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1-a

August 4, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

In order to make certain changes in the parts of the specifications which pertain to the two sections of work which are to be paid for without federal cooperation, it has been necessary to issue revised proposal forms to all prospective bidders for the Tillamook County Oiling Project, which project includes federal aid secondary projects Nos. FAS 1-A and FAS 2-A.

Ten copies of the revised proposal forms are being sent to you, under separate cover, to be substituted for those sent on July 26th.

The changes in the specifications do not alter in any way either the work to be performed on the federal aid units or the basis of payment for the same. However, in issuing the new forms, we have taken advantage of the opportunity to add to the bid items for Project FAS 1-A, the item "Mineral Aggregate in Place" which was erroneously omitted from the proposal forms first issued.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

[illegible]

RECEIVED
AUG 5 1937
FOR FILING

August 4, 1937

County Court of Tillamook County
Tillamook, Oregon

Gentlemen:

Revised estimates indicate that the oiling of the North Fork-Camp 4 Junction Section of the Nehalem River Road, and the Woods-Coast Highway Section of the Pacific City Road will cost approximately $20,000, instead of approximately $15,000, as originally expected.

Rather than eliminate a part of the work to reduce the cost to $15,000, we are, on the recommendation of Commissioner Lindsay, advising bidders that the crushed rock or crushed gravel required in the oiling of these two units will be furnished by Tillamook County. On that basis, Tillamook County's obligation under the contract, plus a ten per cent allowance for engineering and contingencies, should run close to $15,000. In addition to that, the County will be obligated to furnish approximately 750 cubic yards of crushed rock or crushed gravel for the North Fork-Camp 4 Junction Section, and approximately 1,750 cubic yards for the Woods-Coast Highway Section, these quantities being in addition to the quantities which the County previously agreed to place on the roads in order to provide an adequate base for the oiled wearing surface.

We are specifying that the materials to be furnished by the County will be in stockpile and ready for use by the contractor not later than June 1, 1938; also, that the stockpiles for the North Fork-Camp 4 Junction Section will be located at the east end of that section, and that the stockpiles for the Woods-Coast Highway Section will be located at the west end of the Woods-Coast Highway Section.

If Tillamook County will be unable to assume the added expense indicated above, or, if the arrangements as we have outlined them are unsatisfactory in any respect, please advise us at once. Owing to the fact that the work is to be contracted along with work in which the Federal Government is cooperating, it will be impossible to make any changes in specifications, or to otherwise adjust the work after the bids are received.

A copy of the plans and specifications for the project are being sent under separate cover.

The Highway Commission is expecting your Court to be present at the meeting in Portland on August 12th, prepared to deposit with the Commission an amount sufficient to cover the cost of the work to be done under the contract, plus the usual ten per cent allowance for engineering and contingencies. We anticipate that this amount will be between $14,000 and $16,000.

Very truly yours,

State Highway Engineer

cc R. G. Smith
F. D. Mason

RECEIVED
MAY 16 1939
FOR FILING

7182

July 30, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith five copies of revised project statement for the Nehalem-North Fork Section, Project No. FAS 2.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/RR

Encl.

STATE Oregon

PROJECT NO. FAS 2
(Not to be filled in)

Form PR. 1
BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF AGRICULTURE

PROJECT STATEMENT
AS REQUIRED BY
FEDERAL AID ROAD ACT
Approved July 11, 1916, and acts amendatory thereof and supplementary thereto

(Date) July 30, 1937

The Secretary of Agriculture,
Washington, D. C.

SIR: The State of Oregon, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended and supplemented, and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its Oregon State Highway Commission, constituting the State Highway Department of said State, this project statement for the road herein described, which it is proposed to construct under the provisions of said Acts and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Acts.

1. Local name of road Nehalem-North Fork Section, Nehalem River Road
2. Between a connection with WPS 263 in City of Nehalem and a point in the N. W. ¼ of Sec. 23, T. 3N., R. 10 W.
3. Between intermediate control points if used: and

County of Tillamook

4. Length in miles (gross) 1.47 (net) 1.47
5. Preliminary estimate of cost: Total, $ 12,500; section of road to be first improved, $ 12,500,

of which $ - is the estimated cost of "bridges" of more than 20 feet clear span.

6. Amount of funds which {are / will be} available for construction of section of road to be first improved: (a) State: (Amount.)

Current Income: Chap. 173, laws 1917; Chap. 51, laws 1920.
(Source; refer to statute.)

(b) County
(Amount.) (Source; refer to statute.)

8—[illegible]

State or County

7. Funds for maintenance to be provided by ...., from the following
(State or county.)

Chap. 173, Laws 1917; Chap. 31, Laws [illegible]

sources: ....
(Refer to statute.)

8. Official, officials, or depository authorized by State law to receive public funds of the State and designated by the State Highway Department to receive Federal funds for this project: ....

....

9. Names of State and Federal Engineers making Route Report, and full title of report accompanying this Project Statement: ....

....

....

10. Places on the project having a population of 2,500 or more as shown by the latest Federal census: ....

....

....

11. Additional remarks: ....

....

....

....

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct, and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department.)

By .... As Chairman
(Title of officer.)

By .... As Commissioner
(Title of officer.)

By .... As Commissioner
(Title of officer.)

STATE Oregon

PROJECT NO. FAS 2
(Not to be filled in)

Form PR. 1
BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF AGRICULTURE

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

Approved July 11, 1916, and acts amendatory thereof and supplementary thereto

(Date) July 20, 1937

The Secretary of Agriculture,
Washington, D. C.

SIR: The State of Oregon, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended and supplemented, and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its Oregon State Highway Commission, constituting the State Highway Department of said State, this project statement for the road herein described, which it is proposed to construct under the provisions of said Acts and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Acts.

1. Local name of road Nehalem-North Fork Section, Nehalem River Road

2. Between [illegible] a connection with NPS 283 in City of Nehalem and a point in NW ¼ Sec 23 T.3N.R.10W. ~~a F. A. Route No. 2 in SW ¼ Sec. 24, T. 3 N., R. 10 W.~~

3. Between intermediate control points if used: ______ and ______

County of Tillamook

4. Length in miles (gross) 1.47 (net) 1.47

5. Preliminary estimate of cost: Total, $ 12500 ~~25,000~~; section of road to be first improved, $ 12500 ~~11,500~~,

of which $ – is the estimated cost of "bridges" of more than 20 feet clear span.

6. Amount of funds which {are / will be} available for construction of section of road to be first improved: (*a*) State: ______ (Amount.)

Current Income: Chap. 175, laws 1917; Chap. 31, laws 1920
(Source; refer to statute.)

(*b*) County ______
(Amount.) (Source; refer to statute.)

8—8073

7. Funds for maintenance to be provided by State or County (State or (and) county.), from the following sources: Chap. 173, Laws 1917; Chap. 31, Laws 1920 (Refer to statute.)

8. Official, officials, or depository authorised by State law to receive public funds of the State and designated by the State Highway Department to receive Federal funds for this project:

9. Names of State and Federal Engineers making Route Report, and full title of report accompanying this Project Statement:

10. Places on the project having a population of 2,500 or more as shown by the latest Federal census:

11. Additional remarks:

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct, and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

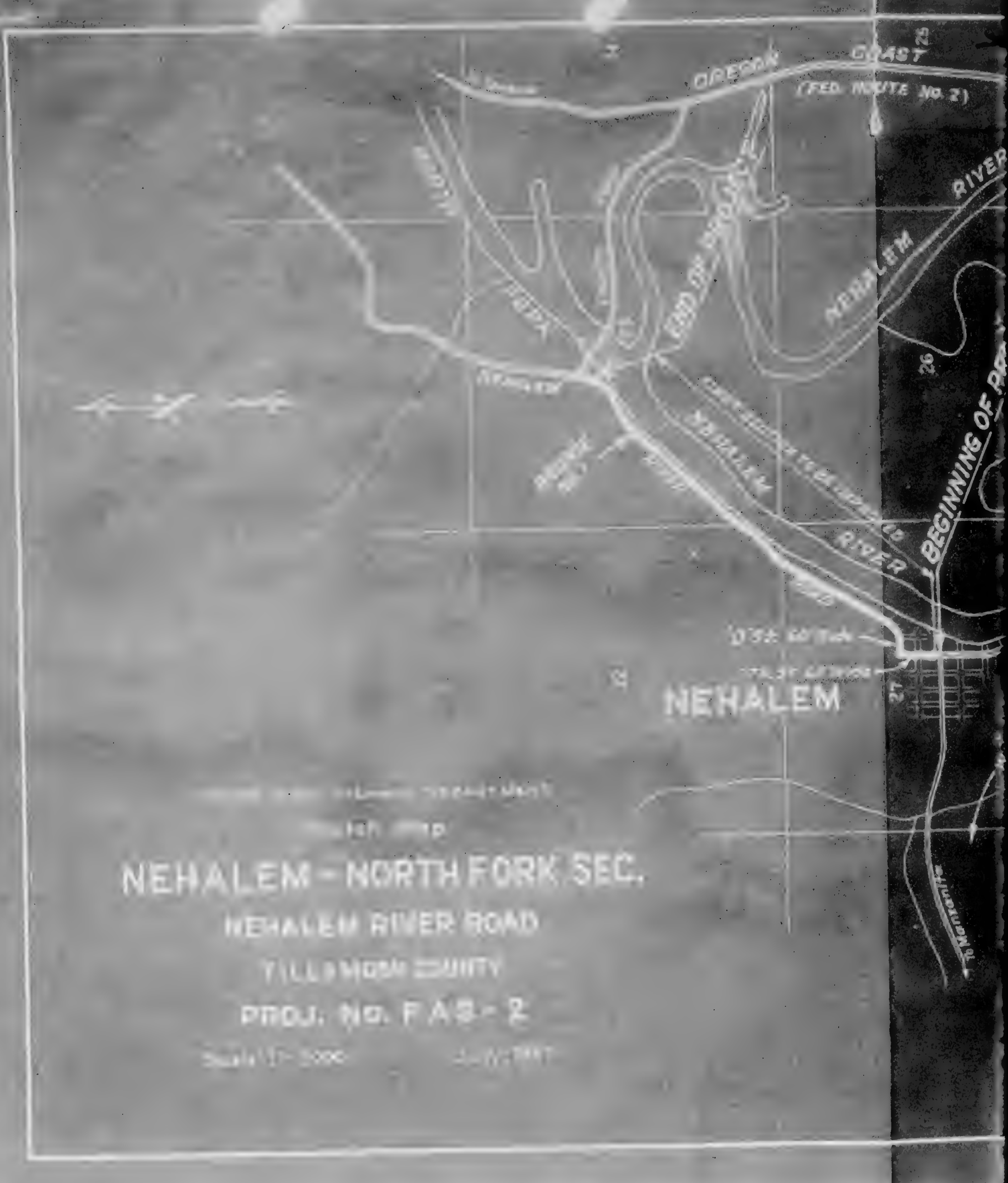
Respectfully submitted,

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department.)

By
As Chairman
(Title of officer.)

By
As Commissioner
(Title of officer.)

By
As Commissioner
(Title of officer.)



[illegible]

Sketch Map

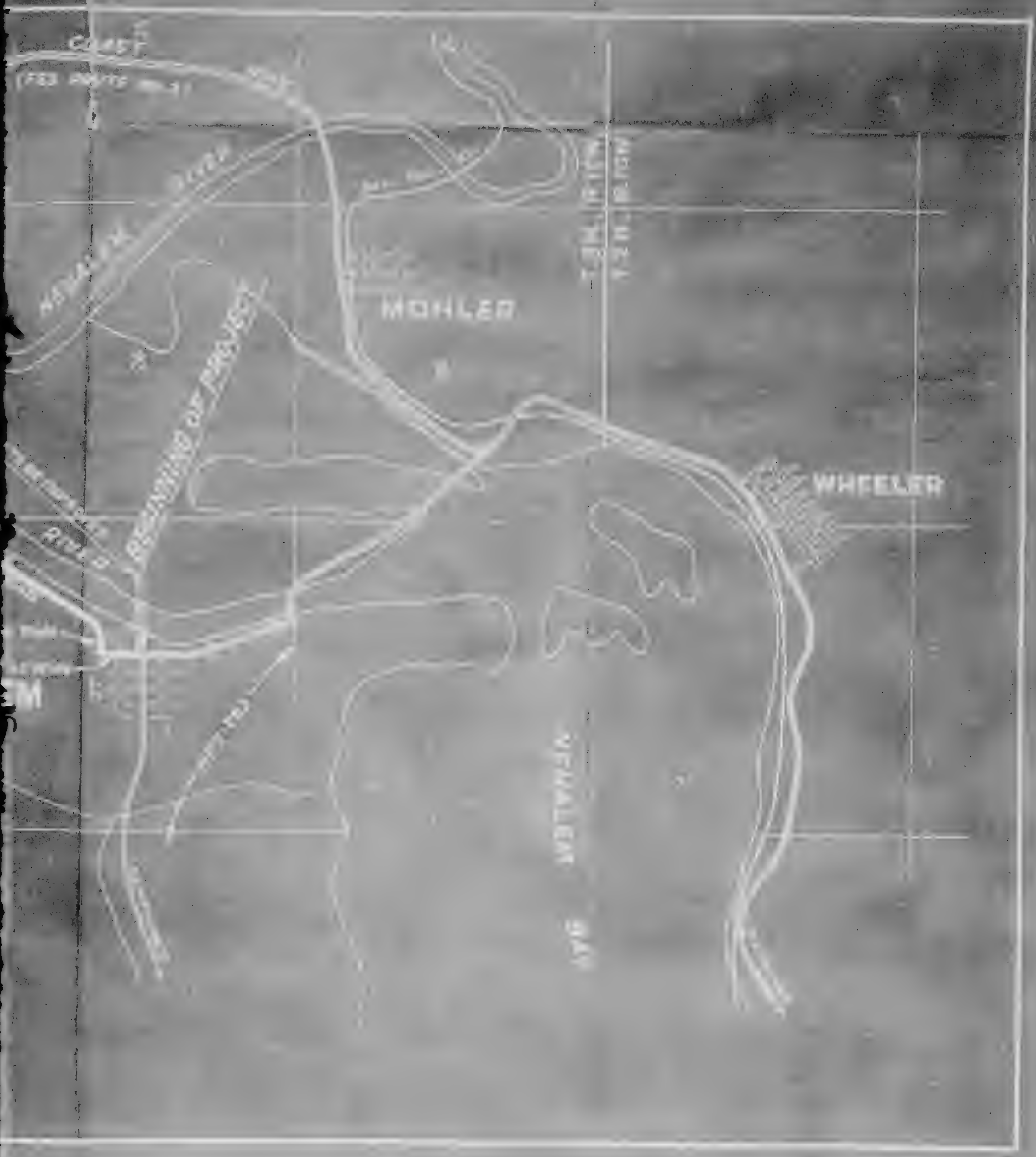
NEHALEM – NORTH FORK SEC.

NEHALEM RIVER ROAD

TILLAMOOK COUNTY

PROJ. No. FAS - 2

Scale 1" = 2000' [illegible]


COAST
(FED ROUTE No. 1)
NEHALEM RIVER
MOHLER
BEGINNING OF PROJECT
RIVER
WHEELER
EM
NEHALEM BAY

RECEIVED

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. Fad #1

POST OFFICE BUILDING
PORTLAND, OREGON

July 28, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. papers for Oregon Federal Aid Secondary project FAS 1, the Summit-Tillamook section of the Tillamook-Netarts Road, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval by the Chief of Bureau.

Concurrence in award of contract will be withheld pending approval of the project statement.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

RECEIVED
30 1937
STATE HIGHWAY COMMISSION

July 26, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Summit-Tillamook Section, Project No. FAS 1-A.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Bush/ER

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 1-A

[illegible]-TILLAMOOK SECTION OF THE
TILLAMOOK-NETARTS ROAD IN TILLAMOOK COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, July 26, 1937

1,600	cu. yds.	1½" - 0" Materials in Surfacing	$ 2.00	$ 3,200.00
160	cu. yds.	Filler	0.50	80.00
160	yd. mi.	Hauling Filler	0.20	32.00
80	M-Gal.	Sprinkling	1.75	140.00
2.9	miles	Preparation of Base	200.00	580.00
1,750	cu. yds.	Mineral Aggregate in Place	4.00	7,000.00
104	tons	Emulsified or Cutback Asphalt	30.00	3,120.00
126	tons	No. 3 Road Oil in Place	30.00	3,780.00
150	tons	Tar in Place	26.00	(Alternate)
			Subtotal	$ 17,932
			10% Engr. & Cont.	1,793
			Total	$ 19,725

Length of Roadway	2.882 miles
" " 1 Bridge	.009 mile
Total Length	2.891 miles
Cost per mile, Roadway	$ 6,822

Note: Oiling is to be constructed across bridge.

FAS Funds Requested- -	$ 12,040
State Funds- -	7,685
	$ 19,725

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FOR FILING
Fas
2-a

July 26, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Nehalem-North Fork Section, Project No. FAS 2-A.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 2-A

NEHALEM-NORTH FORK SECTION OF THE NEHALEM RIVER ROAD IN TILLAMOOK COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, July 26, 1937

2,600	cu. yds.	1½" - 0" Material in Surfacing	$ 1.50	$ 3,900.00
250	cu. yds.	Filler	0.50	125.00
250	yd. mi.	Hauling Filler	0.20	50.00
100	M-Gal.	Sprinkling	1.75	175.00
1.5	miles	Preparation of Base	200.00	300.00
900	cu. yds.	Mineral Aggregate in Place	4.00	3,600.00
50	tons	Emulsified or Cutback Asphalt	30.00	1,500.00
66	tons	No. 3 Road Oil in Place	30.00	1,980.00
78	tons	Tar in Place	26.00	(Alternate)
			Subtotal	$ 11,630
			10% Engr. & Cont.	1,163
			Total	$ 12,793

Length of Roadway	1.474 miles
" " 1 Bridge	0.008 mile
Total Length	1.482 miles
Cost per mile	$ 8,632

Note: Oiling is to be constructed across bridge.

FAS Funds Requested- -	$ 7,800
State Funds- -	4,993
	$12,793

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

July 28, 1937.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P.S.& E. papers for Oregon Federal Aid Secondary Project No. FAS 2, the Nehalem-North Fork Section of the Nehalem River Road, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

Our recommendation for approval is subject to the condition that revised project documents will be submitted, which will cover only that portion of the Nehalem River Road now proposed for construction with F.A.S. funds. We are unwilling to recommend approval of that portion of the proposed project east of the river because the route of the other available connection by the county road which continues on the west bank is considered much superior. Concurrence in award will be withheld pending approval of the project statement.

Jack:- This calls for revised project statement and sketch map.

Prompt submission of the bid tabulation and agreement estimate will be appreciated.

Sent 7-20-37

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

REC[illegible]
JUL 30 1937
STATE HIGH[illegible]

RECEIVED
MAY 16 1939
FOR FILING
7612

July 22, 1937

Mr. W. M. Lynch
District Engineer
U. S. Bureau of [redacted]
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed five copies of Project Statement and five copies of Interim Certificate for the Nehalem-North Fork Section, Project No. FAS 2.

We are likewise enclosing one copy each of Interim Certificate for Projects Nos. FAS 1, FAS 5 and FAS 253.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

E. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

Bureau of Public Roads
U. S. Dept. of Agr.

State Oregon

Project No. FAS 2

CERTIFICATE

That the road embraced in project statements will become a part of the designated system or group of secondary or feeder roads and is not a potential addition to the Federal-aid highway system within a reasonable interval.

(Date) July [illegible], 1937

THE SECRETARY OF AGRICULTURE
Washington, D. C.

Sir:

Certification is hereby made that, by every reasonable prospect, the road for which this project statement is submitted will be a part of the system or group of secondary or feeder roads to be selected under the provisions of Section 4 of the Rules and Regulations approved February 9, 1937, and that it is not a potential addition to the Federal-aid system within a reasonable interval.

OREGON STATE HIGHWAY COMMISSION

I concur.

By____________________
As Chairman

____
District Engineer, B. P. R.

By____________________
As Commissioner

(Date)____________________

By____________________
As Commissioner

(NOTE: This certificate should be executed in the same manner as now provided in State law for the execution of project agreements).

FORM 5-A-1 5M 3-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

July 14, 1937.

FOR FILING

NOTED
Highway Engineer

Mr. J. H. Scott,
Resident Engineer,
Nehalem, Ore.

Dear Sir:

Under separate cover we are returning to you detail maps of the Nehalem-North Fork and the Draw Bridge-Summit Section of Tillamook - Netarts - Oceanside County Roads.

In making up the plans for the Bureau of Public Roads, it is necessary to show section lines and ties to section corners.

We also need the stationing of each end, the clear width of roadway on each bridge, and the kind or type of structure.

On the Nehalem-North Fork Section please advise why you began the project at Station 1+00 instead of Station 00. We have oiled the road to Manzanita and the Bureau will want to know why this project does not join on to the other project.

Please give us this information at your earliest convenience in order that the project will not be held up at the next letting.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H.

CC to
R.H.Baldock ✓
F. D. Mason

6-37
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

RECEIVED
JUN 21 1937
FOR FILING

June 18, 1937

IN REPLY PLEASE REFER TO FILE NO.

NOTED
C. B. McCullough

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Dear Sir: **Attention: H. G. Smith, Construction Engineer**

Herewith are Special Provisions and Estimate, together with three profiles, for the proposed resurfacing and oiling work on the three County roads in Tillamook County.

This work, I believe, is still uncertain as to the time of contracting the project and as to how it can be paid for. It will now be too late to let a contract and get the entire project completed this summer. However, if authority is granted, the surfacing work can be done this fall, as well as the production of the mineral aggregate, so that everything could be ready for the oil mat early next summer.

Yours very truly,

F. D. EASON
Division Engineer

FDE:MM
Enc.
cc Mr. R. H. Baldock

We are also transmitting herewith the following:

1 blueprint 1"=100' Pacific City Market Road No. 16
1 1"=100' detail map Tillamook, Netarts, Oceanside, Drawbridge
1 1"=100' cloth tracing " " Summit Section
1 1"=100' detail map Tillamook County Road - Nehalem East Section
1 1"=100' cloth tracing " " " "

SPECIAL PROVISIONS

Tillamook County Oiling Project

TIME AND PLACE OF RECEIVING BIDS

NOTED
C B. McCullough

DESCRIPTION OF WORK

The work for which bids are to be received and the work to be done under the contract, if awarded, consists of the following work on County roads in Tillamook County:

Unit #1. (A) Nehalem - North Fork Bridge Section.
  1. Construct 1.52 miles crushed rock surfacing.
  2. Application of 1.52 miles of oil mat (type 0-11).

(B) North Fork Bridge - Oregon Coast Highway.
  1. Construct 1.1 miles crushed rock surfacing.
  2. Construct 1.1 miles oil mat (type 0-11).

Unit #2. Drawbridge - Summit Section of Netarts Road.
  1. Construct 2.89 miles crushed rock surfacing.
  2. Construct 2.89 miles oil mat (type 0-11).

Unit #3. Coast Highway - Woods Section of Pacific City Road.
  1. Construct 2.89 miles oil mat (type 0-11).

The Nehalem- North Fork Bridge Section extends from Station 1+00, which station is 100 feet east of the main intersection in the town of Nehalem, easterly to station 80+47.5, which latter station is on the approach of the North Fork Bridge.

The North Fork Bridge - Coast Highway Section extends from station 80+47.5 to station 144+90.6 connecting with the Oregon Coast Highway.

The Drawbridge - Summit Section extends from station 0+76, which station is the west end of the Tillamook River Bridge on the Netarts Road to station 153+45 near the summit.

Coast Highway - Woods Section of the Pacific City Road extends from station 0+00 at the Oregon Coast Highway to station 153+00, which is the main intersection at Woods.

CLASS OF PROJECT

This project Unit 1-A and Unit 2 is a Federal Aid on Secondary or Feeder Road. Unit 1-B and Unit 3 are County Road projects, being included at the request of the Tillamook County Court and to be paid for from Tillamook

County funds. All the work included in the project shall be conducted in accordance with the federal regulations applying to Federal Aid Projects on the Secondary System.

DATE OF COMPLETION

The work to be done under this contract shall be completed not later than September 15th, ~~1937.~~ 1938.

CRUSHED ROCK SURFACING

Under this specification the contractor shall construct a crushed rock or crushed gravel surfacing on Units 1 and 2 only. Unit 3 will be resurfaced by Tillamook County. #1B

Standard Specifications to Apply:

The crushed rock surfacing to be constructed under the contract shall be constructed in accordance with the standard specifications for "Rock Surfacing" as given in Section 10 of the standard specification form, except as that specification is supplemented and modified by the provisions which follow.

Kind and Quality of Materials:

or crushed gravel

The materials to be used in the construction of the rock surfacing shall be clean crushed rock manufactured from hard, durable and otherwise suitable rock, which, when subjected to the standard abrasion test, shows an abrasive loss not exceeding five (5) per cent.

The right to take rock from whatever source or sources may be used, shall be acquired by the contractor, and all royalties, purchase cost and other expense shall be paid by the contractor. No sources are to be acquired for or furnished to the contractor by the State.

Size of Material:

The crushed material to be used in the surfacing work shall all pass a screen having one and one-quarter (1¼) inch circular openings, and not less than twenty-five (25) per cent or more than forty-five (45) per cent shall pass a screen having one-quarter (¼) inch square openings. The material shall be well and uniformly graded between the one and one-quarter inch size and dust.

Cross-section and Number of Courses:

The cross-sections to which the surfacing is to be constructed on the different sections shall be as indicated by the typical cross-sections shown on the plans. In general, the construction shall be single course construction.

HAUL ADJUSTMENT

It is assumed that the surfacing material will be of even distribution throughout the project. If the distribution is not uniform, the haul will be adjusted for or against the contractor at the rate of 12¢ per yard mile, measured in half-mile units, as the actual distribution may differ from the uniform. Haul will be calculated on the basis of the source used by the contractor.

Preparation of Subgrade:

The preparation of subgrade shall consist of such shaping and smoothing of the existing surfacing and earth shoulders as can readily be done with blade graders. Neither scarifying of the existing surfacing nor rolling of the subgrade will be required.

Sprinkling:

The contractor shall do such sprinkling work as is considered by the engineer necessary to properly compact and bind the surfacing. He shall, also, do such sprinkling work as is necessary to properly maintain the surfacing during the periods preceding and following the initial binding and compacting called for by the specifications and such sprinkling work as is necessary to rebind and recompact the surfacing immediately prior to the construction of the bituminous macadam wearing surface.

Payment for the sprinkling work considered by the engineer necessary for the initial binding and compacting of the surfacing will be made at the price bid per thousand gallons for "Sprinkling", the basis of measurement to be as stated in the standard specification for "Sprinkling" as given in Section 13 of the standard specification form. Payment for all other sprinkling work shall be understood to be included in the payments to be made for "Crushed Rock Surfacing", and no separate or additional payment of any kind will be made for it.

Measurement and Payment:

Except as otherwise specified in the foregoing provisions, the basis of measurement and payment for the construction of the crushed rock surfacing shall be as stated in the standard specification. The pay items shall be as follows:

1. Preparation of Roadbed.
2. Crushed Rock Surfacing.
3. Sprinkling.

OIL MAT SURFACE TREATMENT TYPE O-11

Use Standard Specifications for O-11 oil mat with binder course, on all sections.

Tillamook County Oiling Project

WIDTH OF OIL MAT AND AGGREGATE REQUIRED

The width of the oil mat to be constructed on the various units and the quantities of various sizes of aggregate are as follows:

	1½"-3/4	3/4"-½	½"-¼	¼"-0
Unit 1				
18 ft. width	620	250	415	200
Unit 2				
18 ft. width	680	280	460	215
Unit 3				
16 ft. width	606	250	410	190

ESTIMATES

UNIT 1 A FEDERAL AID

Preparation Subgrade -	1.52 mi. at $200.00	$304.00
1½"-0 Rock Surfacing -	2000 cu.yd.at 1.50	3000.00
Cutback Asphalt in Prime and Seal	50 tons " 30.00	1500.00
Furnishing and Placing Mineral Aggregate	850 cu.yd." 4.00	3400.00
Bituminous Cement	65 tons " 30.00	1950.00
		$10,154.00

UNIT 1 B COUNTY WORK

Preparation Subgrade -	1.1 mi. at $200.00	$220.00
Surfacing (1200 cu.yd.) to be placed by County		
Cutback Asphalt in Prime and Seal	40 tons at 30.00	1200.00
Furnishing and Placing Mineral Aggregate	650 cu.yd.at 4.00	2600.00
Bituminous Cement	50 tons at 30.00	1500.00
		$5,520.00

UNIT 2 FEDERAL AID

Preparation Subgrade -	2.89 mi.at $200.00	$578.00
1½"-0 Rock Surfacing -	1500 cu.yd.at 2.00	3000.00
Cutback Asphalt in Prime and Seal	100 tons at 30.00	3000.00
Furnishing and Placing Mineral Aggregate	1650 cu.yd. at 4.00	6000.00
Bituminous Cement	130 tons at 30.00	3900.00
		$16,478.00

UNIT 3 COUNTY WORK

Preparation Subgrade -	2.89 mi.at $200.00	$578.00
Furnishing and Placing Mineral Aggregate	1460 cu.yd.at 1.50	2190.00
Cutback Asphalt in Prime and Seal	85 tons at 30.00	2550.00
Bituminous Cement	110 tons at 30.00	3300.00
		$8,618.00

Total Fed. Aid - 10%	26632.00 2663 29295.00
Total County 10%	14138.00 1414 15552.00

RECEIVED
AUG 4 1937
FOR FILING

May 20, 1937

Mr. J. M. Devers
Attorney
Office

Dear Sir:

On the evening of March 26 the Tillamook County Court conferred with the State Highway Commission in the Benson Hotel, Portland, in regard to the oiling of some county roads under the Federal Secondary Highway program, particularly the Netarts road, the Nehalem North road, and the Pacific City road.

As a result of such conference the Commission agreed to grade, surface and oil a 3.1-mile section of the Netarts road westerly from the bridge at Tillamook and a 1.6 mile section of the Nehalem North road north from the town of Nehalem to a junction with the county road leading to Mohler. This work is to be done by the state without county cooperation, the county is to spend its money for the improvement of the Pacific City road without cooperation from the state except that the State Highway Commission will advertise such project for bids to be received along with the bids for the other two projects.

The county court agreed to maintain, at county expense, all three of the above roads after construction and to buy the right of way that is needed for the same. The county also agreed to let the state's contractor have the use of its crushing equipment and quarry located on Kronen Creek for use in connection with the project without cost to the state.

The Commission designated temporarily, subject to approval by the Bureau of Public Roads, as a federal secondary highway, the Netarts road from Tillamook to Oceanside, a distance of about 9½ miles; also the Nehalem North road from Nehalem to the North Fork Nehalem River Bridge, a distance of about 2½ miles. It is my understanding that an appropriate written agreement is to be entered into with the county court relative to the above matters. If you have not already done so, will you kindly prepare such an agreement for Mr. Baldock's approval.

Very truly yours,

Secretary

HBG:AM

cc - Mr. Baldock
Mr. Cutler

RECEIVED
AUG 4 1937
FOR FILING

Coast
Projects
County Roads

May 1, 1937

Mr. J. M. Devers
Office

Dear Sir:

As the Commission desires to proceed at once with the oiling work proposed to be done on certain county roads in Tillamook County, it becomes necessary to make immediate decision as to whether or not state funds will be used in the matching of those federal funds which are available for work on county roads. Please, therefore, let us have your final conclusions as to the legality of such use of state funds, at the earliest possible time.

With reference to the proposal that the county road projects to be included in the Federal Secondary Program be paid for 100 per cent from federal funds and that the expenditure of the State's match money be confined to the projects which are on state highways, I wish to point out that such allocation of the funds is in direct violation of the federal regulations which limit the amount of federal funds to be applied on any project to 61.3 per cent of he project cost. This limitation is stated in each project agreement, and in addition, the Commission is required to designate in each agreement the source of the funds to be used in paying the remaining 38.7 per cent of the cost. It would be possible, of course, to so handle our accounting records and to so credit the federal payments, that our own book records would show a 100 per cent expenditure of federal funds on all county road projects, but in the face of the statements made in the project agreements and in the face of the fact that each federal payment comes designated for the particular project on which it is to apply, such a procedure would be so obviously a misrepresentation of fact for the purpose of circumventing a state law, that neither the Highway Commission, nor you, nor I, would care to be in any way responsible for it. I, Therefore, hope that some more tenable basis for the use of state money in the matching of these federal funds can be found. If this cannot be done, it will be necessary to notify the counties at once that they must advance their own funds to match federal aid when such funds are to be expended upon county roads.

The need for immediate action on this is due to the fact that after the Commission's decision is made, three or four weeks will be required to obtain the Bureau's approval of the proposed projects, and unless everything can be cleared in time to take bids on June 3, the projects cannot be completed this season.

Very truly yours,

State Highway Engineer

cc Mr. Henry F. Cabell
Mr. E. B. Aldrich
Mr. F. L. Tou Velle

Presented by [illegible]
[illegible]
April 26, 1937
8:00 pm

April 26, 1937

J. C. COMPTON JOB AT NEHALEM--1935

Specification 0 -11 Length 3.4 miles

Rock in oil mat	1884 cu. yds. @ $1.50	$2826.00
Labor, oil, etc., includes 82 tons of seal oil for priming		10706.00
		13532.00
3.4 miles @ $4000.00 per mile		$13600.00

Netarts Road	3.1 miles
Road at Nehalem	1.6 "
	4.7 miles @ $4000.00 - - $18800,00

Contractor should reduce price 10% to 15% over, over-head crossing--Manzanita Junction job.

- - - - - - - - - - -

Pacific City Road	3.0 miles
Nehalem to bridge	1.6 "
End of pavement to summit	3.15 "
	7.75 miles

Manzanita

April 26, 1937

J. C. COMPTON JOB AT NEHALEM--1935

Specification 0 -11	Length 3.4 miles	
Rock in oil mat	1884 cu. yds. @ $1.50	$2826.00
Labor, oil, etc., includes 82 tons of seal oil for priming		10706.00
		13532.00
3.4 miles @ $4000.00 per mile		$13600.00

Netarts Road	3.1 miles
Road at Nehalem	1.6 "

4.7 miles @ $4000.00 - - $18800.00

Contractor should reduce price 10% to 15% over over-head crossing--Manzanita Junction job.

- - - - - - - - - - - -

Pacific City Road	3.0 miles
Nehalem to bridge	1.6 "
End of pavement to summit	3.15 "
	7.75 miles

April 23, 1937

Mr. J. M. Devers
Office

Dear Sir:

I wish to give you a memo of two agreements to draw up with Tillamook County.

Agreement No. 1 will deal with the settlement of their debt. On October 30, 1930, Tillamook County agreed to pay the State $25,000 each year beginning with 1931 for four years, or a total of $100,000. The records show that they paid in January, 1932, $15,000; in March, 1932, $6,896. At the same time they received a credit of $3,104 for right of way purchased north of Tillamook, making their first $25,000 payment. It was also agreed that they were to be credited for the original survey on the Neahkahnie Mountain road made by our Locating Engineer, C. R. Burns, totaling $6,261.78. For the right of way on the Neahkahnie Mountain road, $1,713.05. For the additional cost of right of way north of Tillamook City on account of defective procedure, $1,900. Cooperation on oiling on the Wheeler overhead crossing to Manzanita Junction, $5,300. Total $40,174.83.

Subtracting this from the $100,000 originally obligated leaves a balance of approximately $60,000. The State hereby agrees to accept in settlement $30,000 of Tillamook County warrants.

Agreement No. 2. The County requested the State to surface and oil approximately 3 miles on each of 3 roads: (1) Between the Oregon Coast Highway and Woods on the road to Pacific City; (2) Between the west end of the bay bridge and the summit on the Netarts county road; and (3) From the Nehalem River east to the connection with the Oregon Coast Highway.

After due and careful consideration, the Commission agrees to do the following work provided the projects are approved by the U. S. Government: (1) To survey and place under contract the Netarts county road from the west end of the bay bridge to the summit, a distance of 3.15 miles; (2) To grade, surface and oil from Nehalem north along the Nehalem East county road, a distance of 1.5 miles, this to be done with state and federal cooperative federal secondary highway funds. The State does not guarantee that it will be able to get the work under way in sufficient time to have the oiling completed this season. The County agrees to furnish its crushing plants and quarries free of charge to the contractor for the crushing of oil rock and such other rock material as needed on the road pursuant to plans and specifications. The County also agrees to place additional rock this spring for the purpose of stabilising the present road, free of charge.

Very truly yours,

RHB:HI

State Highway Engineer

D

Pacific City Co Road
Ore Coast Hwy to Woods — 3 miles

Netarts Co Road
West end of Bay bridge to summit — 3.15 miles

Nehalem-East Co Road
Nehalem to connection with Ore Coast Hwy

Secure information for resurfacing & oiling

March 17, 1937

Honorable H. H. Rosenberg
County Judge, Tillamook County
Tillamook, Oregon

Dear Judge Rosenberg:

I have just received your letter of the 16th instant and wish to say that 11:00 o'clock a. m., Friday, March 26, for your discussion with the State Highway Commission, is quite satisfactory and I am reserving that hour for you.

I can not say at this writing whether or not it will be possible to arrange for a private meeting but will do so if possible and will let you know Friday morning when you come in.

Very truly yours,

H. B. Glaisyer
Secretary

HBG:AM

cc - Mr. Baldock

11:00 AM — 26th

D

OMMISSIONER

E. H. LINDSEY, County Commissioner

Tillamook County

H. H. ROSENBERG, County Judge

Tillamook, Oregon

RECEIVED
MAR 17 1937
OREGON
STATE HIGHWAY COMMISSION

March 16, 1937

Mr. H. B. Glaisyer
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

Thank you for your letter of March 11th in which you mention that you will make an appointment for us on March 25th or 26th. We believe that if we could meet with the Commission between 11:00 o'clock and 2:00 o'clock on Friday, the 26th, it would suit us best. As we will talk over with the Commission some matters that we would rather not have aired in the newspapers, we would appreciate it if we could have rather a private meeting with the Commission. The matters that we will discuss will be pertaining to the adjustment of the Neah-Kah-Nie Mountain cooperation. Kindly advise if this arrangement will be o.k.

Mr. Baldock said that he might arrange a meeting for this week and should he do this we would probably cancel the appointment of March 26th. You might mention this to Mr. Baldock.

Yours very truly,

H H Rosenberg

H. H. Rosenberg
County Judge

HHR:V

ACKNOWLEDGED
H. B. GLAISYER

MEMORANDUM OF CONFERENCE WITH TILLAMOOK COUNTY COURT IN THE OFFICE OF R. H. BALDOCK, STATE HIGHWAY ENGINEER, ON FRIDAY, MARCH 19, 1937:

Present were:

Henry F. Cabell, Chairman
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

H. H. Rosenberg, County Judge
E. H. Lindsay, County Commissioner
E. G. Anderson, County Commissioner

Subject:

1. Tillamook County's indebtedness to the State in connection with the construction of the Neahkahnie Mountain Road;

2. Secondary Highway and County Road construction.

After discussion Chairman Cabell stated that he would discuss with the other members of the State Highway Commission, at its next meeting, settlement of the County's account on the Neahkahnie Mountain project on the following basis:

> The Commission to acknowledge the County's claims for credit, totaling approximately $40,000, as being substantially correct, leaving a balance of $60,000 due the State from the County, of which balance the State would require the County to pay only $30,000 in two annual installments, either in cash or by assignment of a portion of the County's share of the State Motor Vehicle Fund. Such settlement to be in recognition of the County's inability to settle its account in full and in order to close the matter.

With reference to the Secondary Highway and County Road matter, Chairman Cabell stated that he would discuss with the other members of the Commission the possibilities of allocating $15,000 of Federal Secondary money for county road construction this year, same to be matched with a like amount of County money which would provide for a $30,000 project; also, that he would discuss the advisability of allocating $8,000 of Federal Secondary Money to match $7,000 of State money and $18,000 of Federal Secondary Money with $15,000 of County money, which would provide for a $48,000 project. Mr. Cabell stated that, while he favored a project of $15,000 State and Federal money in Tillamook County this year, he questioned the advisability of increasing this amount until the other counties were contacted with respect to using their money to match the Federal Funds.

11:00 AM - 26th

D

TILLAMOOK COUNTY

Oct. 30, 1930 Cannon Beach Route put on as State Highway. Tillamook County agrees to pay State $25,000 each year for 4 years - total $100,000.

REFERRED TO

By State Highway Engineer

COUNTY

Year Due

Payments Made

1931

y, 1932 $ 15,000.00

, 1932 6,896.00

$ 21,896.00

1932

1933

1934

yments)

"

"

$ 21,896.00

.... $ 78,104.00

Construct

Manzani .... $ 36,268.31

Neahkah 41,925.19

Necarn 31,870.01

Bridge 91,500.00

$201,563.51

Manzanita - Wheeler Oiling, 1936 —— 11.419.88

March 16, 1937.

D

TILLAMOOK COUNTY

Oct. 30, 1930 Cannon Beach Route put on as State Highway. Tillamook County agrees to pay State $25,000 each year for 4 years - total $100,000.

SCHEDULE OF PAYMENTS BY COUNTY

Year Due	Amount Due	Payments Made	
1931	$ 25,000.00	January, 1932	$ 15,000.00
		March, 1932	6,896.00
			$ 21,896.00
1932	$ 25,000.00	(No payments)	
1933	25,000.00	" "	
1934	25,000.00	" "	
	$100,000.00		$ 21,896.00
	Unpaid balance........................		$ 78,104.00

Construction Contracts Awarded:

Manzanita Section, grading..................................	$ 36,268.31
Neahkahnie Mtn. Section, grading..........................	41,925.19
Necarney Section, grading..................................	31,870.01
Bridge over Necarney Creek................................	91,500.00
	$201,563.51

Manzanita - Wheeler Oiling, 1936 — 11,419.88

March 16, 1937.

D

Tillamook to Cedar
page 42 of minutes
of April 15, 1936

$6000 ±

See entry of minutes
of April 17, 1936

M

Tillamook County

Oct. 29, 1930 Cannon Beach Route put over as State Highway. Tillamook County agrees to pay State $25,000 each year for 4 years - total $100,000.

Schedule of Payments by County

Year Due	Amt. Due	Payments Made	
1931	$25,000.00	January 1932	$15,000.00
		March, 1932	6,896.00
			$21,896.00
1932	$25,000.00	(No payments)	
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1934	25,000.00	" "	
	100,000.00		$21,896.00
Unpaid balance			$78,104.00

Construction contracts awarded:

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Necarney Section, grading	31,870.01
Bridge over Necarney Creek	91,500.00
	$201,563.51

2-24-37 - LEP

City of Tillamook

Grading and Paving of Oregon Coast Highway from First Street to North City Limits

Jan. 8, 1931 Agreement between State and the City of Tillamook.

City's share of cost $15.750.00

Installments to be paid as follows:

July 1, 1931	— —	$5,000.00
July 1, 1932	— —	5,375.00
July 1, 1933	— —	5,375.00

July 27, 1931	Payment by County	5,000.00
	Unpaid balance	$10,750.00

2-24-37 LEt

next allotment of federal funds which probably will not be until late in the summer; hence the county will have plenty of time to think over ways and means of paying its account. He assured both county courts that remittances made by them in compliance with the understanding with regard to the construction of the Neahkahnie Mountain Road will be expended for additional work on this road.

The Tillamook County Court then asked the Commission to give the county credit for expenditures made by the county for furnishing rock to be used in connection with the state's oiling project on the Nehalem-Neahkahnie Mountain detour which, they estimated, would amount to approximately $6,000. The Commission agreed to do this if there are no legal barriers.

Clatsop County Court asked the Commission to designate, as a secondary state highway, the county road which extends from the Wolf Creek Highway at Elsie to the Nehalem Secondary State Highway at Jewell, which road, they said, is now carrying state highway traffic pending the completion of the Wolf Creek Highway. Chairman Cabell advised that the Commission's established policy prevents making this road a state highway at this time but the Commission hopes to take on additional secondary roads at some future date and if, at that time, Clatsop County is still desirous of having this road placed on the secondary highway system, he is inclined to think that the Commission will concur. The Engineer suggested that, inasmuch as this road now carries considerable state highway traffic and will continue to do so until the Wolf Creek Highway is opened, it might be advisable for the state to assume the maintenance of the road temporarily as a primary state highway detour. The Commission approved the Engineer's suggestion and accordingly authorized him to maintain the road at state expense, if that can be done legally, until the Wolf Creek Highway is opened up for public use.

EXCERPT FROM THE MINUTES
OF THE OREGON STATE HIGHWAY COMMISSION MEETING HELD APRIL 17, 1936.

The County Courts of Clatsop and Tillamook Counties came before the Commission at this time and requested additional improvements for the Neahkahnie Mountain—Cannon Beach Road. All members of both county courts were present. They urged the Commission to allocate sufficient funds to complete this road in Clatsop and Tillamook Counties at an early date and suggested that both state and federal funds be appropriated for the purpose. Judge Boyington advised that both counties are hard pressed to maintain their county road systems and have no funds available to cooperate with the state in this improvement. Judge Rosenberg confirmed Judge Boyington's statement in so far as it pertained to Tillamook County. He said that his county cannot live up to its previous agreement with the Commission because it has been unable to collect taxes from the timber interests as it had hoped to do. He inquired what it would cost approximately to complete this road and was informed by the Engineer that the estimates indicate that it will cost upwards of $500,000 to close the gap after the Arch Cape Tunnel is completed and that it will cost about half that sum to simply grade and provide a temporary rock surface.

Chairman Cabell pointed out that there are three major projects under way involving Clatsop and Tillamook Counties; namely, the Wolf Creek Highway, the Wilson River Highway, and the Neahkahnie Mountain-Cannon Beach Road, all of which are merited. He gave as his thought that the Highway Commission would be inclined to construct another section of the Neahkahnie Mountain Road when additional funds are obtained from the Federal Government, provided Tillamook County will pay a portion of the cost thereof. He recalled the understanding which was had between the former State Highway Commission and the County Court when this road was designated as a primary state highway and pointed out that Tillamook County has not paid the state the amount agreed upon at that time. The Commission feels, he said, that the county should pay something on this obligation as Clatsop County has done, if it wants this road completed.

In the discussion that followed several suggestions were made as to how the county might pay this account. One of these suggestions was offered by Judge Boyington who gave as his thought that perhaps the county could set aside each year a certain amount from delinquent tax collections. Commissioner Aldrich suggested that the county might assign to the State Highway Commission each year a portion of the county's share of the motor vehicle tax money, as has been done by Wallowa County, to pay off its indebtedness. Judge Rosenberg stated that the county would be willing to turn over its timber tax money if and when collected but there is a question if it can be collected. He appeared favorably inclined to the suggestion made by Commissioner Aldrich but deferred making a definite statement in regard thereto until he has conferred with his constituents in Tillamook. He added, however, that the County Court will "go to bat" for the proposition as far as possible.

Chairman Cabell concluded the discussion of this matter by reiterating that the Commission is very anxious to dispose of the county's obligation; also, that the Commission has no funds available to finance additional work on the Neahkahnie Mountain Road now and will not have until it receives the

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ERRED TO
M. Glaisyer
By State Highway Engineer

For Commission meeting.

E. H. LINDSEY, County Commissioner

Tillamook County
H. H. ROSENBERG, County Judge
Tillamook, Oregon

RECEIVED
MAR 13 1937
OREGON
STATE HIGHWAY COMMISSION

March 12, 1937

ghway Commission

. H. Baldock, Engineer

k:

to our telephone conversation regarding
of the matter of the Neah-Kah-Nie Mountain
ade out a list of our expenditures showing
we believe we should have credit for, also
o you, which totals, $40,174.83.

As I mentioned on the phone, a lot of this is ancient history but Commissioner E. H. Lindsey remembers the most of this distinctly and I have talked with ex-County Judge Beltz and he also remembers the circumstances. At any rate, we would be glad to come to either Portland or Salem during this coming week and discuss the whole matter with Mr. Cabell and yourself or any other members of the Commission. I hope we can get together on this matter for I am sure you would like to get this thing cleaned up and we feel the same way about it.

Yours very truly,

H H Rosenberg

H. H. Rosenberg
County Judge

HHR:V

County Commissioner

E. H. LINDSEY, County Commissioner

Tillamook County

H. H. ROSENBERG, County Judge

Tillamook, Oregon

RECEIVED
MAR 13 1937
OREGON
STATE HIGHWAY COMMISSION

March 12, 1937

Oregon State Highway Commission
Salem, Oregon

Attention Mr. R. H. Baldock, Engineer

Dear Mr. Baldock:

Referring to our telephone conversation regarding the adjustment of the matter of the Neah-Kah-Nie Mountain road, I have made out a list of our expenditures showing the amount that we believe we should have credit for, also the cash paid to you, which totals, $40,174.83.

As I mentioned on the phone, a lot of this is ancient history but Commissioner E. H. Lindsey remembers the most of this distinctly and I have talked with ex-County Judge Beltz and he also remembers the circumstances. At any rate, we would be glad to come to either Portland or Salem during this coming week and discuss the whole matter with Mr. Cabell and yourself or any other members of the Commission. I hope we can get together on this matter for I am sure you would like to get this thing cleaned up and we feel the same way about it.

Yours very truly,

H. H. Rosenberg
County Judge

HHR:V

CREDITS ON NEAH-KAH-NIE MOUNTAIN ROAD BY

TILLAMOOK COUNTY

Cash paid to Highway Commission	$21896.00	
?. Credit by right-of-way north of Tillamook City	3104.00	$25,000.00
✓ Surveying on Neah-Kah-Nie Mt. road by Burns Paid 1925-1926		6,261.78 ✓
?. Right-of-way on Neah-Kah-Nie Mt. road		1,713.05
Oiling cooperation--Wheeler Overhead Crossing to Manzanita Junction 1888.5 cu yds. used in Oil Contract.		5,300.00 ✓
?. Additional cost of right-of-way north of Tillamook City on account of defective proceedure		1,900.00
Total		$40,174.83

60,000

E. G. Anderson, County Commissioner
E. H. LINDSEY, County Commissioner

Tillamook County
H. H. ROSENBERG, County Judge
Tillamook, Oregon

NOTED
State Highway Engineer

March 24, 1937

PROPOSAL FOR FINANCING TILLAMOOK COUNTY ROADS

Tillamook County	.42857% of $35,000	$15,000.00
Federal	.57143% of 35,000	20,000.00
State	.42857% of 15,000	6,428.55
Federal	.57143% of 15,000	8,571.45
	Total for County roads, 1937	$50,000.00

In addition to the above program Tillamook County will pay to the State Highway Commission on or before July 1, 1937 $30,000 in County warrants which are cashable at par. This $30,000 to be payment in full for Tillamook County's cooperation on the Neah-Kah-Nie Mountain road.

CROSS REFERENCE SHEET

Name or Subject Tillamook County Oiling Project **File No.**

Regarding Request for opinion from Mr. Devers. **Date** April 30, 1937

SEE

ADMINISTRATION
Law and Legal
Opinions and Decisions

Name or Subject **File No.**

File cross reference form under name or subject at top of the sheet and by the latest date of papers. Describe matter for identification purposes. The papers, themselves should be filed under name or subject after "SEE."

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RECEIVED
AUG 3 1937
FOR FILING

April 29, 1937

COUNTY COURT OF TILLAMOOK COUNTY
Tillamook
Oregon

Gentlemen:

In accordance with our understanding on the evening of Monday, April 26, I am handing you herewith four copies of an agreement between Tillamook County and the State Highway Commission relative to the disposal of the county's indebtedness to the Commission.

You may retain one copy for your records and files. Will you kindly return the other three copies to this office when they have been signed by the county clerk, and the county seal has been affixed thereto.

You may consider this letter as a receipt for the delivery to the State Highway Commission of county warrants in the total sum of $50,000.00, which warrants you delivered to the Commission on the evening of April 26 when the above mentioned agreements were signed.

Very truly yours,

Secretary

HBG:MBL

encl.-- 4

RECEIVED
AUG 3 1937
FOR FILING

April 7, 1937

Mr. R. H. Baldock
State Highway Engineer
OFFICE

Dear Sir:

The State Highway Commission on March 25 approved the tentative settlement of Tillamook County's obligation to the state for the Neahkahnie Mountain road project, whereby the county is to pay the state $50,000.00 in full settlement of its obligation. This $50,000.00 is to be spent on the Neahkahnie Mountain project, increasing the budget for such project from $100,000.00 to $150,000.00.

The Commission also tentatively authorized a $30,000.00 federal secondary highway oiling project in Tillamook County, consisting of oiling work on 5.15 miles of the Netarts county road and a 1.6-mile section of the Middle Nehalem Road and also a 2½-mile section of the county road to Pacific City.

In connection with these oiling jobs the county is to put up about $15,000.00 of county money, making the total cost about $45,000.00. A definite program for these projects was deferred until the surveys could be made to provide definite information as to the cost, etc., and until the county advises just how much county money will be available.

The Commission authorized you to conduct surveys of each of the abovementioned oiling projects. The entire matter is to be subject to the approval of the Bureau of Public Roads.

Very truly yours,

Secretary

[illegible]

cc H. G. Smith
S. H. Probert

CONTRACT# [redacted] 2005

FAP 180-G Arch Cape-Beach Cr. Sec., 1937
Oregon Coast Hwy.
2005

RECEIVED
NOV 7 1938
FOR FILING

180-9

#2005
5

November 7, 1938

Aetna Casualty & Surety Company,
Bates, Lively & Pearson, Agents,
Yeon Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2005, for the construction of the Arch Cape-Beach Creek Section of the Oregon Coast Highway in Clatsop and Tillamook Counties, has been completed by the contractors, Berke Bros, Inc., and that final settlement will be made by the State with said contractors for work done under said contract on or after November 17, 1938.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $25,687.20, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

R.H. Baldock

180-9

October 21st, 1938

NOTED
State Highway Engineer

COST ANALYSIS-FINAL REPORT
Arch Cape-Beach Creek Section
Oregon Coast Highway
Contract #2005 Prefix 4-1019

Berke Bros., Contractors
J. H. Scott, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing	$26,863.83	100% or 37.6 Acres	$714.46	$531.92	$20,000.00
Extra Clearing	743.04	1.04 "	714.46	550.00	572.00
Felling Danger Trees	1,899.55	3,315.1 Sq. Ft.	0.57	1.00	3,315.10
	$29,506.42				$23,887.10

Total Cost	$29,506.42
Gross Revenue	23,887.10
Net Loss	$5,619.32

Net Loss Equals 23.5% of Gross Revenue

DETAIL OF COST

Labor:

Supervision	$3,176.65	
Labor	20,804.38	
State Industrial Accident Commission	1,558.77	
Unemployment & Social Security	832.17	
		$26,371.97

Equipment Rental, Small Tools & Misc. Supplies:

Small Tools & Misc. Supplies	$898.41	
Explosives	871.36	
Gas, Oil & Grease	448.06	
Equipment Rental	400.00	
Bond	238.87	
Main Office Expense	225.00	
Rental of Team	35.75	
Freight & Cartage	17.00	
		$3,134.45
		$29,506.42

Arch Cape-Beach Creek Section
Oregon Coast Highway

REMARKS:

This Federal Aid project was bid August 12th, and awarded September 10th, 1937. Work was started November 29th, and was completed September 8th, 1938. The specified completion date was May 31st, but the time was extended to September 8th, without penalty as the award had been held up, and during July the contractor could not burn because of fire hazard.

The contract consisted of clearing but not grubbing a 2.18 mile section of right of way containing 36.7 acres. The clearing was difficult as many of the trees were large, and there was a heavy undergrowth.

Trees were first felled, limbed and bucked into about 30-foot lengths. Most of the debris, limbs etc. were then piled by hand and burned. A two drum hoist on skids was then used to cold deck the logs. Most of the larger trees were lightly split with powder after being piled.

This contract was bid too low for any profit, but if the job had been started in the good weather as soon as the contract was awarded and under good supervision, the loss would have been very small. The Berke Bros. usually supervise the work, but on this job they hired a superintendent to supervise the work and not until the job showed a large loss did they release the superintendent and take personal charge.

The loss on this job is virtually all cash as very little equipment was used on the job.

E. H. Clymer
Cost Analyst

By . . J. D. Nelson

#2005

RECEIVED
OCT 22 1938
FOR FILING

180-9

October 21, 1938

Aetna Casualty & Surety Company,
Bates, Lively & Pearson, Agents,
Yeon Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Burke Bros., Inc. on Contract No. 2005, Arch Cape-Beach Creek Section of the Oregon Coast Highway in Clatsop and Tillamook Counties. This payment will be made on or after October 31, 1938.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

RECEIVED
1938

180-9

October 19, 1938

IN REPLY PLEASE REFER TO FILE NO.
4-1019

NOTED
State Highway Engineer

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. H. G. Smith.

Dear Sir:

There are attached hereto the semi-final estimate, one book of tabulation sheets, one book of field notes for extra clearing and one set of blueprint plans showing the corrected alignment and extra clearing, all on the Arch Cape-Beach Creek Clearing Project, Contract No. 2005. A copy of the engineer's letter of transmittal, which gives an explanation of overruns and underruns exceeding 10 per cent of the preliminary estimate, is also attached.

Yours very truly,

F. D. EASON,
Division Engineer.

By

G. W. ROSS,
Office Engineer.

GWR:AM
cc R. H. Baldock ✓
S. H. Probert
J. W. McCallister

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
OCT 11 1938
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE
REFER TO FILE No. No. 8

October 13, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon F.A.P. 180-G, Arch Cape-Beach Creek section, Oregon Coast Highway ______________________, was made by a representative of this office on September 16, 1938. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Highway Engineer

Tron

RECEIVED
SEP 2[illegible] 1938

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

September 27th, 1938

IN REPLY PLEASE
REFER TO FILE NO.

180-G

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
Portland, Oregon

Dear Sir:

Will you kindly concur in an extension of time to September 9th, 1938 for Berke Bros. on the Arch Cape-Beach Creek Section of the Oregon Coast Highway, Contract 2005, F.A.P. 180-G.

All work except burning was completed within the time limit extension allowed to July 31st, 1938, but the contractors were denied permits to burn until the fall rains. Since there was practically no engineering supervision necessary in connection with this burning, I would recommend that the extension be granted without penalty.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. J. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

RECEIVED
SEP 24 1938
FOR FILING
1807

September 23, 1938

IN REPLY PLEASE
REFER TO FILE NO.

4-1019

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. E. G. Smith.

Dear Sir:

Herewith a request from Berke Bros., together with consent of surety, for an extension of time on the Arch Cape-Beach Creek Section of the Oregon Coast Highway, contract No. 2005.

Mr. Berke completed all work except burning within the time limit extension, which carried to July 31, 1938. Due to the dry, hazardous condition, he was not able to obtain permits for the burning, so that the burning clean-up was not completed until September 9th.

It is recommended that the extension be granted as requested, without penalty.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc R. H. Baldock
H. B. Glaisyer ✓

RECEIVED
SEP 28

FOR FILING

Commissioners
HENRY F. CABELL, Chairman, Portland
E. B. ALDRICH, Pendleton
F. L. TOU VELLE, Jacksonville

H. B. GLAISYER, Secretary

R. H. BALDOCK
State Highway Engineer
Salem

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, Division Engineer
SALEM

180-G

September 23, 1938

In Reply Please Refer to File No.

4-1019

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. H. G. Smith.

NOTED
State Highway Engineer

Dear Sir:

Herewith a request from Berke Bros., together with consent of surety, for an extension of time on the Arch Cape-Beach Creek Section of the Oregon Coast Highway, contract No. 2005.

Mr. Berke completed all work except burning within the time limit extension, which carried to July 31, 1938. Due to the dry, hazardous condition, he was not able to obtain permits for the burning, so that the burning clean-up was not completed until September 9th.

It is recommended that the extension be granted as requested, without penalty.

Yours very truly,

F. D. EASON,
Division Engineer.

RECEIVED

FDE:AM
cc R. H. Baldock
H. B. Glaisyer

Form [illegible]—[illegible]—10-37

[illegible]REGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

FA 180G

For Week Ending September 10th, 1938

Section Arch Cape-Beach Creek

Kind of work clearing only

Highway Oregon Coast

Section prefix 4-1019 FAP 180-G-1

Contractor Berke Bros,Inc.

Contract number 2005

Date of contract September 10th, 1937

Date of completion May 31st, 1938

Date work started November 29th, 1937

Estimated date of completion September 8th, 1938

Amount of contract . . . . . . $ 24950.00

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering . . . . $

Per cent of contract completed, based on total contract price . . . . %

Engineering cost to date, $ 1250.90, 4.4 %

Date project was completed September 8th, 1938

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Job completed September 8th.Am not very well pleased with the job but it is probably fair at that.On checking over clearing stakes and measuring danger trees,several trees which were not maked were cut down and these were good trees.These will not be paid for as they had orders to cut only trees that were marked.Also, the boys have found that charred small pieces have been packed off the right of way and piled behind trees.Of course the amount of this is not a great amount but it certainly doesnot speak well for the reliability of the contractors to do such small stuff as that.

All their work has been checked over and measured and we are ready to get the final out.

RECEIVED
SEP 12 1938
DIVISION ENGINEER
DIVISION NO. 2

NOTED
H.N.HACKETT

Signed J.H.Scott

Address Nehalem,Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

clearing only

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.24				
Miles partially completed					
Miles completed	2.24				
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	6				

Percentages of men employed on contract to be secured from: Tillamook

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	Till COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	4					2	6
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

Sept.	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday 4th	showers		
Monday 5th	rain		
Tuesday 6th	rain		
Wednesday 7th	clear		
Thursday 8th	clear		
Friday			
Saturday			

RECEIVED
JUN 20 1938
FOR FILING

180-9

June 16, 1938

Mr. W. H. Lynch,
District Engineer,
Bureau of Public Roads,
Portland, Ore.

Dear Sir:

Will you please concur in extension of time on Berke Bros. Contract #2005, for clearing the Arch Cape-Beach Creek Section, F. A. Project 180-G from May 31, 1938 to July 31, 1938.

The bid for this project was received on August 12th, but the award was not made until September 10th, which in accordance with the policy of the Department allows the contractor a 20 day extension of the contract due to delay of award.

It is our recommendation that the extension be granted for 61 days, and that engineering penalty for the time beyond the 20 days extension due to delay of award of contract be charged.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

RECEIVED
JUL 8 1938
FOR FILING
180-9

R.H. Baldock ✓

NOTED
State Highway Engineer

COST ANALYSIS TO JUNE 15,1938
Oregon Coast Highway

Arch Cape-Beach Cr. Section
Contract #2005 Prefix 4-1019

Berke Bros. Contractors

J. H. Scott, Resident Engineer

Stem	Cost	Quantity	Unit Cost	Unit Bid	Gross Amount
Clearing	$23,368.63	85% or 31.2 Acres	$ 748.97	$544.80	$ 17,000.00
Extra Clearing	"	- —			
Felling Danger Trees	1,743.12	3000 Sq.ft.	0.58	1.00	3,000.00
	$25,111.75				$ 20,000.00

Total Cost	$25,111.75
Gross Revenue	20,000.00
Net Loss	$ 5,111.75

Net Loss Equals 25.5% of the Gross Revenue

DETAIL OF COST

LABOR:-

Supervision	$ 2,796.00	
Labor	17,606.63	
State Industrial Accident Commission	1,326.17	
Unemployment & Social Security	816.10	
		$ 22,544.90

Equipment Rental, Small Tools & Miscl. Supplies:

Small Tools and Misc. Supplies		$ 830.20	
Explosives		858.87	
Gas, Oil & Grease		326.95	
Equipment Rental		333.75	
Bond	1% of Gross Revenue	200.00	
Freight & Cartage		17.00	
			$ 2,566.85
Total Cost			$25,111.75

Arch Cape - Beach Creek Section

Oregon Coast Highway

REMARKS:

This contract was bid August 12th, 1937, awarded September 10th, and work was begun on November 29th. To June 15th, the contract was 80% complete with the time overrun 15 days. A request for an extension of 60 days or to July 31st, was made but only 20 days or to June 20th was granted and engineering will be charged thereafter.

The work consists of clearing, but not grubbing 36.7 acres of heavy undergrowth and large spruce trees.

Trees were first felled, bucked into about 30 foot lengths and then most of the debris limbs, etc., were piled by hand and burned. A two drum hoist powered with a Ford V8 engine is used to pile the logs preparatory to burning. Inasmuch as no trees had been left standing on the right of way logs were at first pulled to stumps which left the log piles low and scattered but for the past two months a log of about thirty feet in length has been raised and used for a spar tree. This has made the piles higher and better consolidated and easier burning has resulted. The majority of the timber is lightly split with powder before burning.

This contract was bid too low for any profit and the loss is severe as it is virtually all cash. However if the contractor had begun work as soon as the contract was awarded instead of waiting till the fall rains had begun and had had better supervision during the first three months of operation, the cost to date would have been an estimated $2500.00 less.

E. H. Clymer,
Cost Analyst

By J. D. Nelson

R. H. Baldock ✓

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

RECEIVED
JUN 20 1938
FOR FILING

180-g

June 6, 1938

IN REPLY PLEASE
REFER TO FILE NO.
4-1019

NOTED
State Highway Engineer

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. H. G. Smith.

Dear Sir:

Attached hereto is a request from Berke Bros., for an extension of time of 60 days on their Arch Cape-Beach Creek clearing contract.

The contract time limit on this job is May 31. This job was bid in on August 12, but the award was not made until September 10. This, as I understand it, with the 10 days' allowance from the time of bid would ~~still~~ entitle them to a 20-day extension, due to the delayed award.

It is recommended that the extension of time be allowed, with the usual engineering penalty for the time beyond the 20-day extension to which they are entitled.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc R. H. Baldock ✓

R. H. Baldock ✓

Cost Analysis to May 1st, 1938
Oregon Coast Highway
Arch Cape-Beach Creek Section
Contract 2005 Prefix 4-1019

Berke Bros., Contractors J. H. Scott, Resident Engineer

NOTED
State Highway Engineer

180-9

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing	$17,995.39	65%	----	----	$13,000.00
Felling Danger Trees	1,605.04	2,800 sq. ft.	0.57	1.00	2,800.00
	$19,600.43				$15,800.00

Total Cost	$19,600.43
Gross Revenue	15,800.00
Net Loss	$3,800.43

Net Loss Equals 24% of Gross Revenue

Arch Cape-Beach Creek Section
Oregon Coast Highway

DETAIL OF COST

Labor:

Supervision	$2,455.57	
Labor	13,530.35	
State Industrial Accident Commission	1,039.09	
Unemployment & Social Security	639.43	
		$17,664.44

Equipment Rental, Misc. Supplies & Small Tools:

Small Tools & Misc. Supplies	$725.26	
Explosives	664.30	
Equipment Rental	233.75	
Bond 1% of the Gross Revenue	158.00	
Gas, Oil & Grease	142.17	
Freight & Cartage	12.51	
		$1,935.99
Total Cost		$19,600.43

Arch Cape-Beach Creek Section
Oregon Coast Highway

REMARKS:

This contract was bid August 12th, 1937, awarded September 10th, and work was begun on November 29th. To May 1st, the job was about 65% complete. The contract completion date is set for May 31st, but the work will probably not be finished before June 30th.

The contract consisted of clearing 36.7 acres of heavy undergrowth and large spruce and hemlock trees, 3 acres of extra clearing and the felling of 3300 square feet of danger trees. Several of the spruce trees encountered were twelve feet in diameter, but the average was about four feet. The hemlocks averaged about two feet.

Trees were first felled, bucked into about thirty foot lengths and then most of the debris, limbs and small trees were piled by hand and burned. After which a 2 drum hoist on skids and powered with a Ford V8 engine was used to pile the logs preparatory to burning. At first the logs were yarded to a stump which left the piles low and scattered but for the past month a short log of 25-30 foot length has been erected for a spar tree at each setting. The piles are then higher, better consolidated and easier to burn. Large logs are lightly split with powder and a torch similar to a blow torch but throwing a three foot flame is set under the piles to start the burning.

The cost of the work was increased because of three months of poor supervision, not starting work until November 29th when the weather was wet (the contract was awarded September 10th), payment of $0.10 per hour above the standard wage scale because of the difficult walk to work and the burning of the smaller logs and limbs before the burning of the large timber.

At present the job shows a large loss, but better progress is now being made, and the loss will probably decrease as the job continues.

E. H. Clymer
Cost Analyst

By . . J. D. Nelson

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

RECEIVED
APR

April 18th, 1938

IN REPLY PLEASE REFER TO FILE No.

7a 180-9

Berke Bros., Inc.
2815 S. E. Harrison St.
Portland, Oregon

NOTED

Dear Sirs:

I am advised that your present progress on the Arch Cape-Beach Creek Section will not permit you to complete by May 31st, the contract expiration date. In making up the last monthly estimate, the Resident Engineer and Mr. Stoddard of the Bureau of Public Roads went over the work carefully and agree that the job is only 60% complete.

Any delay after May 31st will place your work in the season where burning is unduly hazardous and subject to very severe regulations. I suggest that you check over this job immediately and take steps to expedite the work so that the job can be completed by the expiration date.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

FORM 8-A-1 10M 11-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

Feb. 16, 1938.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. J. H. Scott,
Resident Engineer,
Nehalem, Ore.

NOTED

Dear Sir:

The following is a copy of a letter which has just been received:

Manzanita, Ore.
Jan. 29, 1938

"Dear Sir:

I am a resident of Manzanita, Oregon and Burke Construction Company stores ½ and sometimes 1 ton of powder in a garage in the City of Manzanita do you think that is a good policy.

Yours truly,"

(Not signed)

Will you please check up on this matter and if the contractor is storing powder in the City of Manzanita, please see that it is moved immediately. The contractor should be cautioned to comply with the State law in every respect relative to the storing of explosives, both from the standpoint of his liability and safety of other persons.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H

CC to
R. H. Baldock ✓
F. D. Eason

RECEIVED
DEC 21 1937
FOR FILING

RECEIVED
DEC 17 1937
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1
POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE NO. Oregon F.A.P. 180-G
Arch Cape-Beach Creek section
Oregon Coast Highway

180-g

December 16, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
T. M. Davis
Highway Engineer

Encls.

Ton

Aypr 32576

Form P. R. 2

State Oregon

Federal Aid Project No. 100-C

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1932

8—6518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 3rd day of November, 1937

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 9th day of September, 1932, a project statement, which was approved by the Secretary on the 5th day of October, 1932, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section 6 of said project which were recommended for approval by the United States District Engineer on the 28th day of July, 1937; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of sixteen thousand, seven hundred fifty and 00/100 dollars ($16,750.00) as the share of the United States payable under said act on account of Section 6 of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State State Funds: Chapter 175, laws of 1917; Chapter 31, laws of 1920.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 376+20 at the north end of Section F of said project, in the SE 1/4, Section 5, T. 3 N., R. 10 W., and survey station 496+20 at the south end of Section E of said project in the NW 1/4, Section 31, T. 4 N., R. 10 W., W. M.

, length 2.183 miles, in Clatsop and Tillamook Count~~y~~ies being Section G of Oregon Federal Aid project No. 180, consisting of 2.183 miles of roadway and no bridges~~, [illegible]~~,

~~[illegible]~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section 6 of said project shall not in any event exceed the sum of sixteen thousand, seven hundred fifty and 00/100 dollars ($16,750.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of twenty-seven thousand, four hundred forty-five and 00/100 dollars ($27,445.00), the approved total estimated cost of Section 6 of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chapter 41, laws of 1927
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 22d day of Nov, 1937

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

SECRETARY OF AGRICULTURE,

By H J O'Leary
Acting Chief, Bureau of Public Roads.

8—5519

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Project No. 180-6 State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 27,115.00 as the total estimated cost of said project, and the sum of $ 16,750.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 22d day of November one thousand nine hundred and thirty-seven

Secretary of Agriculture,

By ______________________
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE

RECEIVED
OCT 25 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

(Stencil #28)

RECEIVED
OCT 22 1937
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon F.A.P. 180-G
Arch Cape-Beach Creek section
Oregon Coast Highway

October 21, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

Jon

RECEIVED
OCT 18 1937
FOR FILING
180-9

October 16, 1937

[illegible] BROS., Inc.
2815 S. E. Harrison Street
Portland, Oregon

Gentlemen:

We are sending you today by express one fully executed copy of Contract No. 2005 which was awarded to you on September 10, 1937, for the clearing of the Arch Cape-Beach Creek Section of the Oregon Coast Highway, in Clatsop and Tillamook Counties.

This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

RECEIVED
OCT 13 1937
FOR FILING

180-G

October 11, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Arch Cape-Beach Creek Section, F. A. Project No. 180-G.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

Encl.

Oregon State Highway Department Federal Aid Project No. 180-B

ARCH CAPE-BEACH CREEK SECTION OF THE

OREGON COAST HIGHWAY IN CLATSOP AND TILLAMOOK COUNTIES

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 8, 1937

Clearing

All Required	Clearing		$ 20,000.00
3 Acres	Extra Clearing	$ 550.00	1,650.00
3,300 Sq. Ft.	Felling Danger Trees	1.00	3,300.00
	Subtotal		$ 24,950
	10% Engr. & Cont.		2,495
	Total		$ 27,445

Length 2.183 miles

Cost per mile $ 12,572

Federal Aid Funds Requested- $ 16,750
State Funds- 10,695

$ 27,445

State Funds for Construction: Chap. 175, Laws 1917; Chap. 31, Laws 1920
State Funds for Maintenance: Chap. 41, Laws 1927

RECEIVED
SEP 24 1937

180-7

September 23, 1937

Borio Brothers
2815 S. E. Harrison St.
Portland, Oregon

Gentlemen:

This is to advise that the acquiring of rights of way for the Arch Cape-Beach Creek Section of the Oregon Coast Highway is now completed, and that you may, therefore, go ahead with clearing and grubbing operations on all portions of the project without further delay.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:RR

cc H. G. Smith
F. D. Bason
J. H. Scott

RECEIVED
JAN 13 [illegible]
FOR FILES

180-9

September 10, 1937

Berke Brothers, Inc.,
2815 S. E. Harrison St.,
Portland, Oregon

Gentlemen:

Confirming my wire to you, the State Highway Commission today awarded you the contract covering the 2.18 miles of clearing on the Arch Cape-Beach Creek Section of the Oregon Coast Highway in Clatsop and Tillamook Counties. This award was based on your low bid of $24,950, submitted on August 12.

Contract forms will be sent to you in a few days for execution.

Yours very truly,

HBG:MC

Secretary

set confirmed

M

			CABLE	
		FULL RATE	
DAY LETTER		DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

COPY OF
WESTERN UNION TELEGRAM

SALEM OREGON
SEPT. 10 1937

BENKE BROTHERS INCORPORATED
2815 S. E. HARRISON STREET
PORTLAND, OREGON

STATE HIGHWAY COMMISSION AWARDED YOU TODAY CONTRACT COVERING CLEARING ON ARCH CAPE BEACH CREEK SECTION OF OREGON COAST HIGHWAY BASED ON YOUR LOW BID SUBMITTED AUGUST TWELFTH STOP CONTRACT FORMS FOLLOW SHORTLY

H B GLAISYER SECRETARY
STATE HIGHWAY COMMISSION

File

by L Canfield

WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE 1201-B

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

SYMBOLS
DL = Day Letter
NM = Night Message
NL = Night Letter
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination.

Received at 437 State St., Salem, Ore., Tel. 3171 1937 SEP 10 PM 3 17

PRH121 26 GOVT=PORTLAND ORG 10 314P

R H BALDOCK=

STATE HIGHWAY ENGINEER

:RETEL TODAY THIS CONCURS IN AWARD OF CONTRACT AS OF THIS DATE FOR FAP ONE EIGHTY C ARCH CAPE BEACH CREEK TO BERKE BROS LOW BIDDER=

=LYNCH.

FAP C CAPE BERKE.

THERE IS NO DEPENDABLE SUBSTITUTE FOR WESTERN UNION TIME

W. H. LYNCH
District Engineer

By L Canfield

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE NO.

RECEIVED
OCT 13 1937
FOR FILING

[illegible]-9

RECEIVED
AUG 5 - 1937
OREGON
STATE HIGHWAY COMMISSION

August 4, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are advised that Oregon Federal Aid Project No. 180-G, clearing of 2.18 miles of the Arch Cape-Sand Beach section in Tillamook and Clatsop Counties, estimated cost $28,737.00, Federal Aid $17,530.00, has been approved as a minor revision of the Oregon 1938 regular Federal Aid Highway program.

This project should be included in the program when it is next revised.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield

RECEIVED
OCT 13 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO. 180-G

POST OFFICE BUILDING
PORTLAND, OREGON

July 28, 1937.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Project No. 180-G, the Arch Cape-Beach Creek Section of the Oregon Coast Highway, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

Concurrence in award will be withheld pending approval of the inclusion of this project in the 1938 regular Federal Aid program as a minor revision.

Prompt submission of the bid tabulation and agreement estimate will be appreciated.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

RECEIVED
JUL 29 1937
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 13 1937
FOR FILING

180-G

July 23, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Arch Cape-Beach Creek Section, F. A. Project No. 180-G.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/RR

Encl.

Oregon State Highway Department — Federal Aid Project No. 180-G

ARCH CAPE-BEACH CREEK SECTION OF THE
OREGON COAST HIGHWAY IN CLATSOP AND TILLAMOOK COUNTIES

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, July 23, 1937

Clearing

All Required	Clearing			22200 $ 23,500.00
3 Acres	Extra Clearing	700	$ 600.00	1,800.00
3,300 sq. ft.	Falling Danger Trees		0.25	825.00
		Subtotal		$ 26,125
		10% Engr. & Cont.		2,612
		Total		$ 28,737

Length	2.183 miles
Cost per mile	$ 13,163

Federal Aid Funds Requested- -	$ 17,530
State Funds- -	11,207
	$ 28,737

CONTRACT# [redacted] 2006

FA 181 E South Fork of Quartz Creek,
Wolf Creek Highway 1937
#2006

RECEIVED
JUL 27 1938
FOR FILING

181-E

July 25, 1938

GENERAL CASUALTY COMPANY OF AMERICA
Seattle
Washington

Attention A. Panella

Gentlemen:

This is to acknowledge your letter of July 22, with reference to final payment to F. C. Kimber Company in connection with their contract, No. 2006, bridge over South Fork of Quartz Creek, Clatsop County.

We note that you request that this warrant be mailed to your agent, Walter H. Ransom, Eugene (Miner Building). We shall endeavor to comply with your request.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JN:MHL

cc - F. C. Kimber Co.
Carl Smith

2664

RECEIVED
JUL 25 1938
STATE HIGHWAY COMMISSION

GENERAL
H. K. DENT
PRESIDENT
T. E. LOYNAHAN
VICE-PRESIDENT

GENERAL
CASUALTY COMPANY
OF AMERICA
SEATTLE

July 22, 1938

Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. B. Glaisyer, Secretary:

Dear Mr. Glaisyer:

Re: State Highway Contract No. 2006 -
Construction of Bridge over South
Fork of Quartz Creek, Clatsop County,
Oregon - F. C. Himber Co. - Our bond
No. 15861-A

Your letter dated July 18, addressed to Mr. Walter M. Ransom, our agent at Eugene, Oregon, has been forwarded by Mr. Ransom to the Home Office for attention. Mr. Himber is interested in another contract which our company bonded and in connection with which there are a number of outstanding bills which have not been paid. In view of these circumstances, we shall appreciate it very much if you will arrange to make the check for the final on the above captioned project payable jointly to F. C. Himber Company and the General Casualty Company of America. Perhaps in the absence of assignments, you would not care to undertake to do this, and if such is the case, then we will ask that you forward the check to Mr. Walter M. Ransom, our agent at Eugene, Oregon.

Thanking you for your past courtesy and hoping that you will be able to see your way clear to be of assistance to us in this matter, we remain

Yours very truly,

A Panella
Surety Department

A. Panella
dp

RECEIVED
JUL 19 1938
FOR FILING

181-E

#2006

July 18, 1938

General Casualty Company of America,
Walter M. Ransom, Agent,
Miner Building,
Eugene, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2006, for the construction of a bridge over the South Fork of Quartz near Elsie on the Wolf Creek Highway in Clatsop County, has been completed by the contractors, F. C. Nimber Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after July 28th, 1938.

The State has been advised of the following claims against this contract: Johnston, Hanson & Johnston, $57.00; Tidepoint Company $166.80.

You are advised that the State assumes no responsibility for the above claims, or for any claims which may be filed against the contract.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $7,538.28, including the final payment.

Very truly yours,

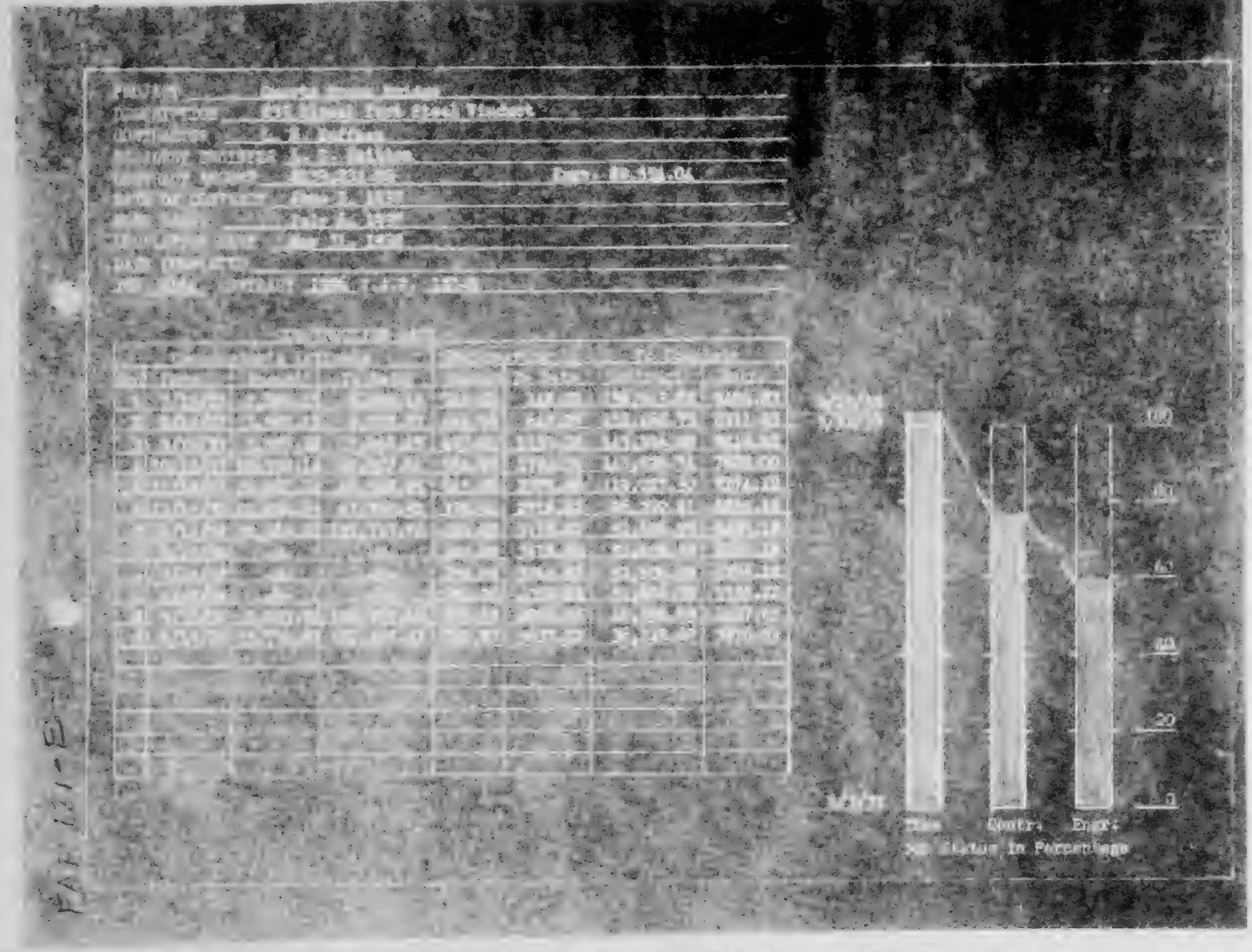
STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FAP 121-E-1



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[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

100

80

60

40

20

0

Time Contr. Engr.

Job Status in Percentage

Form [illegible]

Commissioners
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
MAY 28 1938
FOR FILING

181-E

May 26, 1938

Mr. L. H. Hoffman
718 S. W. Columbia
Portland, Oregon

Dear Sir:

I am returning herewith original copy of Fidelity-Phenix Fire Insurance Company Policy No. SPF 305733, which is the policy furnished us to cover the structural steel held in storage at the plant of the Northwestern Equipment Company in Vancouver. Since all the steel covered by this policy has now been hauled to the Quartz Creek job, you may cancel this policy immediately.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

GSP DK
Enclosure
cc R. H. Baldock
cc LeBow, Haynes Company Inc.
Dexter Horton Building
Seattle, Washington

RECEIVED
MAY 25 1938
FOR FILING

181-8

#2006

May 23, 1938

General Casualty Company of America
Walter M. Ransom, Agent
Mines Building
Portland, Oregon

Gentlemen:

The State Highway Commission has today received a notice from the Secretary of State advising that a claim has been filed by the Tidepoint Company against the bond taken from F. C. Kimber Company in connection with its contract with the State Highway Commission, No. 2006, for construction of a bridge over the South Fork of Quartz Creek near Elsie on the Wolf Creek Highway, in Clatsop County.

A copy of this claim is inclosed for your information. This is being sent to you inasmuch as you appear surety on the bond furnished by the contractor in connection with this job.

Very truly yours,

Secretary

HDG:AM

cc - F. C. Kimber Co.
778 Willamette St.
Eugene, Oregon

May 23, 1938

Honorable Earl Snell
Secretary of State
OFFICE

Dear Sir:

This acknowledges receipt of your letter of May 19, 1938, with attached copies of notice of claim which has been filed by the Tidepoint Company against the bond taken from the F. C. Kimber Company in connection with State Highway Commission Contract No. 2006 for construction of a bridge over the South Fork of Quartz Creek near Elsie on the Wolf Creek Highway, in Clatsop County.

In accordance with our usual practice we are today sending copies of this notice to the contractor and the surety.

Very truly yours,

Secretary

HBG:AM

COPY

TIDEPOINT CO. Road and River Contractors

ASTORIA, OREGON

May 18, 1938

To the State of Oregon

Notice hereby is given that the undersigned Tidepoint Co. has a claim for SAND furnished in the sum of one hundred sixty six dollars and eighty cents ($166.80) against the bond taken from General Casualty Company of America for whom the Eugene InsuranceAgency, 337 Miner Building, Eugene, Oregon, is the agent for the work of State Highway Commission Contract Number 2006 covering the construction of a bridge over the South Fork of Quarts Creek on the Wolf Creek Highway in Clatsop County.

TIDEPOINT CO.

E. W. McMindes President
E. W. McMindes

Endorsed: File No. 2801
Filed May 19, 1938
EARL SNELL
Secretary of State

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
MAY 21 1938
OREGON
STATE HIGHWAY COMMISSION

May 19,1938

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files three copies of a notice of claim by Tidepoint Company for $166.80 against the bond taken from General Casualty Company of America for work on the South Fork of Quartz Creek on the Wolf Creek Highway, contract No. 2006, which was received and filed in this office today.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell
Secretary of State

S:FM
encs. 3

FORM 0-E-1 2M 12-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
FEB 25 1938
FOR FILING

181-E

February 25, 1938

Huffman Construction Company
718 Southwest Columbia Avenue
Portland, Oregon

Gentlemen:

Herewith a completely executed copy of the agreement covering payment of structural steel for the Quartz Creek Bridge now in storage at Vancouver. This copy is for your files.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

GSP IK
Enclosure
cc H. B. Glaisyer

NOTED
H. B. GLAISYER

RECEIVED FEB 4 1938 FOR FILING

181-3

#2006

February 3, 1938

Tidepoint Company

Astoria, Oregon

Attention: E. W. McMindes, President

Gentlemen:

Replying to your inquiry of the 1st instant wish to say that the surety on the bond furnished by contractor F. C. Nimber Company in connection with their contract with the State Highway Commission for the construction of the Quartz Creek Bridge is the General Casualty Company of America for whom the Eugene Insurance Agency, 337 Miner Building, Eugene, Oregon, is the local agent.

The contract referred to is State Highway Commission Contract No. 2006 covering the construction of a bridge over the South Fork of Quartz Creek on the Wolf Creek Highway in Clatsop County.

I am inclosing in this letter a mimeographed copy of Chapter 280, Laws of Oregon for 1931, relative to the filing of claims against contractors on public work.

Very truly yours,

HBG:AM

Secretary

TIDEPOINT CO.

ASTORIA, OREGON,

[illegible]VED
[illegible] 1938
OREGON
STATE HIGHWAY COMMISSION

February 1, 1938

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Will you please advise us of the name of the bonding company that bonded the F. C. Himber Co. on the Quartz Creek bridge job in Clatsop County?

We have a claim to file against this company and wish to know the name and address of the bonding company.

Yours very truly,

TIDEPOINT CO

E. W. Mc[illegible]

President

EWM:ft

bonds are sound to be given Cert. [illegible]

#2006

General Casualty Co of [illegible]

[illegible] Bldg

337 [illegible]

ANSWERED
H. B. G.

#2006

RECEIVED
JAN 13 1938
FOR FILING
181-E

January 12, 1938

Honorable Earl Snell
Secretary of State
BUILDING

Dear Sir:

This acknowledges receipt of your letter of January 7, 1938, with attached copies of notice of claim which has been filed by Johnston, Hansen & Johnston against the bond taken from the F. C. Hisber Company in connection with State Highway Commission Contract No. 2006 for the construction of a bridge over the South Fork Quartz Creek on the Wolf Creek Highway, in Clatsop County.

In accordance with our usual practice we are today sending copies of this notice to the contractor and the surety.

Very truly yours,

AH

Secretary

January 13 1938

General Casualty Company of America
Walter M. Ranson, Agent
Miner Building
Eugene, Oregon

Gentlemen:

The State Highway Commission has today received a notice from Honorable Earl Snell, Secretary of State, with copies of the claim of Johnston, Hansen & Johnston against F. C. Himber Company attached. This claim was incurred in connection with State Highway Commission Contract No. 2006 which was for the construction of a bridge over the South Fork Quartz Creek on the Wolf Creek Highway, in Clatsop County. The claim is in the amount of $57.

A copy of this claim is inclosed for your information. This is being sent to you inasmuch as you appear as surety on the bond furnished by the F. C. Himber Company in connection with this job.

Very truly yours,

HBG:AM Secretary

cc - F. C. Himber Co.
778 Willamette St.
Eugene, Oregon

COPY

Johnston Hanson & Johnston
3635 N. E.Alberta St.
Portland, Oregon

To the Secretary of State of Oregon.

Notice is hereby given that the undersigned (Johnston Hanson & Johnston) has a claim for rental of concrete mixer in the sum of Fifty seven dollars ($57.00) against the bond taken from the General Casualty Company of America by the F. C.Himber Company of Eugene, Oregon for the work of construction of a bridge over the South Fork of Quarts Creek near Elsie on the Wolf Creek Highway in Clatsop County.

JOHNSTON, HANSON & JOHNSTON
By J. R. Hanson

P. S. - F. C. Himbler has sent us check for $40.00 which is not sufficient to cover rental on conrete mixer and has not been cashed so if he will sem d balance of $17.00 our claim will be withdrawn.

Yours truly,
Johnson, Hanson & Johnston
By J.R. Hanson

Endorsed: File No. 2753
Filed January 7, 1938
EARL SNELL, Secretary of State

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
JAN 8 - 1938
OREGON
STATE HIGHWAY COMMISSION

January 7, 1938

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files three copies of a notice of claim by Johnston, Hansen & Johnston for $57.00 against the bond taken from the F.C. Himber Company, principal, and General Casualty Company of America, surety, for work on a bridge over the south fork of Quartz Creek near Elsie on the Wolf Creek Highway in Clatsop County, which was filed in this office today.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell
Secretary of State

S:FM
encs. 3

[illegible]
Walter M Reason
C-2

RECEIVED
DEC 22
FOR FILING

#2006

181 E

December 22, 1937

Johnston, Hanson & Johnston
3635 N. E. Alberta Street
Portland, Oregon

Attention: J. R. Hanson

Gentlemen:

This acknowledges receipt of your letter of December 20 advising of your claim in the amount of $67 against the F. C. Himber Company for machinery used for the construction of a bridge over the South Fork of the Quartz Creek near Elsie on the Wolf Creek Highway in Clatsop County.

We are today notifying the bonding company and the contractor of this claim.

Contractors on state highway projects are required to furnish the state with a surety bond for the protection of claims. The bond furnished by the F. C. Himber Company was written by the General Casualty Company of America for whom Walter M. Hanson is agent with offices in the Miner Building, Eugene, Oregon. I would suggest that you also file your claim with the bonding company. If you secure no satisfaction from so doing, then file your claim with the Secretary of State in accordance with provisions of Chapter 280, Laws of Oregon, 1931, a mimeographed copy of which is inclosed for your information.

Very truly yours,

JMcF:AM

Secretary

NOTED
H. B. GLAISYER

NOTED

December 22, 1937

General Casualty Company of America
Walter M. Ransom, Agent
Miner Building
Eugene, Oregon

Gentlemen:

The State Highway Commission has today received the following claim from Johnston, Hanson & Johnston, 3635 Alberta Street, Portland, Oregon, against Contractor F. C. Himber Company in connection with Contract No. 2006 for the construction of a bridge over the South Fork of Quartz Creek near Elsie on the Wolf Creek Highway in Clatsop County:

Rent of mixer for 57 hours at $1.00 per hr.	$57.00
Purchase of 2 concrete buggies at $5.00 each	10.00
	$67.00

This claim is being handed to you inasmuch as you appear surety on the bond furnished by the F. C. Himber Company in connection with this job.

Very truly yours,

JMcF:AM

Secretary

cc – F. C. Himber Co.
778 Willamette St.
Eugene, Oregon

VED
937
MMISSION
FICE BUILDING
AND, OREGON

Portland Oregon
Dec. 20-1937

Oregon State Highway Dept.,

Sirs.

We wish to file claim against F. C. Himbler, Eugene, Oregon. to the amount of $67.00

For Rent of mixer for 57 hours @ $1.00 per hr.	$57.00
For Purchase of 2 concrete buggies @ 5.00 each	10.00
Total.	$67.00

This machinery being used on the job he had on the Wolf Creek Highway near the L. H. Hoffman job on Quartz Creek.

Yours Truly.
Johnston Hanson & Johnston
by J. R. Hanson.

P.S: Please addres any cummunications in regards to this to me at 3635 N. E. Alberta St Portland Oregon

J. R. Hanson.

ject

upon

RECEIVED

RECEIVED
NOV 13 1937
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

(Stencil #28)

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon F.A.P. 181-E
Quartz Creek section
Wolf Creek Highway

November 12, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

181-E

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

Stencil No. 124 DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE REFER TO FILE NO. Oregon F.A.P. 181-E
Quartz Creek Section
Wolf Creek Highway

November 8, 1937

RECEIVED
NOV 9 - 1937
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the modified project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
T. M. Davis
Highway Engineer

Encls.

Jeon

on E, Oregon Federal Aid Project No. 181

Appr 3/1/37

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on December 17, 1936, by the Oregon State Highway Commission, and on January 11, 1937, by the Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Section E of Oregon Federal Aid Project No. 181; and

WHEREAS, the said State Highway Commission has requested approval of a revision of the plans, specifications and estimate approved for said Section E to provide for the extension of the project and construction of a steel viaduct bridge between survey stations 792+25 and 800+60, thereby increasing the length of the project from 0.589 of a mile to 0.747 of a mile; and by reason thereof has requested that the estimate of cost approved for said Section E be increased from $83,952.00 to $259,109.00, and that the Federal funds approved and set aside to the credit of said Section E be increased from $51,210.00 to $158,060.00;

NOW, THEREFORE, It is hereby mutually agreed by and between the said Oregon State Highway Commission and the Secretary of Agriculture that the plans, specifications and estimate approved for said Section E be revised in the manner above indicated, and that the said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimate and the sum of one hundred fifty-eight thousand and

sixty and 00/100 dollars ($158,060.00) as the share of the United States payable under said act on account of Section E of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:"

Article II shall read:

> "Article II. This agreement covers the following road as described in detail in said surveys, plans and specifications:
>
> "Between survey station 792+25, in the N.W. 1/4 of Section 11, T.4 N., R.7 W., W.M., and survey station 844+30, in the N.E. 1/4 of Section 14, T.4 N., R.7 W., W.M., excepting therefrom that portion between survey stations 800+60 and 813+20, length 0.747 of a mile, in Clatsop County, being Section E of Oregon Federal Aid Project No. 181, consisting of 0.589 of a mile of roadway and one bridge of more than 20 feet clear span, 0.158 of a mile in length."

Article IV shall read:

> "Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section E of said project shall not in any event exceed the sum of one hundred fifty-eight thousand and sixty and 00/100 dollars ($158,060.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of two hundred fifty-nine thousand, one hundred nine and 00/100 dollars ($259,109.00), the approved total estimated cost of Section E of said project."

Except as herein specifically modified, the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the Oregon State Highway Commission on the 30th day of August, 1937, and the Secretary of Agriculture on the 22d day of October, 1937.

OREGON STATE HIGHWAY COMMISSION

By Henry F Cabell
Chairman, State Highway Commission

By E B Aldrich
Member, State Highway Commission

By
Member, State Highway Commission

SECRETARY OF AGRICULTURE

By
Acting Chief, Bureau of Public Roads

Section E
Oregon Federal Aid Project No. 181

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Project No. 181-E, State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 299,109.00 in lieu of the $51,210.00 approved by Certificate of January 11, 1937, as the total estimated cost of said project, and the sum of $ 158,060.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 22d day of October one thousand nine hundred and thirty-seven

Secretary of Agriculture,

By W. J. O'Leary
Acting Chief, Bureau of Public Roads.

RECEIVED
OCT 18 1937
FOR FILING
781-E

October 16, 1937

F. G. HIMBER COMPANY
778 Willamette Street
Eugene, Oregon

Gentlemen:

We are sending you today by express one fully executed copy of Contract No. 2006, which was awarded you on September 14, for the construction of a concrete bridge over the South Fork of Quartz Creek, in Clatsop County.

This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
OCT 13 1937
FOR FILING

RECEIVED
SEP 16 1937
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE
REFER TO FILE No. 181-E

September 14, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. 181-E, South Quartz Creek Bridge on the Wolf Creek Highway, to F. C. Himber Co., Eugene, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

RECEIVED
OCT 13 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO. 181-E

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
SEP 1 - 1937
OREGON
STATE HIGHWAY COMMISSION

August 30, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Supplemental P.S.& E. documents for Oregon Federal Aid Project No. 181-E, the Quartz Creek section of the Wolf Creek Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of plans and specifications by the Chief of Bureau.

Concurrence in award will be withheld pending approval of the inclusion of this project in the 1938 program.

We are unable to check the elevations shown for the bridge deck from the data on the profile sheet. It is suggested that a further check be made before construction is begun.

Chase advises
Revised plans
submitted showing
corrected elevations.

We have reduced the amount of Federal Aid funds requested by $3.00, which is the excess in the amount of 1938 funds over the allowable for the roadway portion of the proposed work. Please make the corresponding correction in the project agreement estimate when it is submitted.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Highway Engineer

RECEIVED
OCT 13 1937
FOR FILING
181-E

August 27, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate to accompany plans and specifications for the South Fork, Quartz Creek Bridge, Project No. FA 181-E.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

Encl.

Oregon State Highway Department　　　　Federal Aid Project No. 181-E

QUARTZ CREEK SECTION OF THE

WOLF CREEK HIGHWAY IN CLATSOP COUNTY

(Estimate to accompany plans and specifications for South Fork, Quartz Creek Bridge. Not as basis for modified agreement.)

Salem, Oregon, August 27, 1937

Statement of completed Federal Aid work to be submitted prior to payment of final voucher.

Grading (Sta. 813+20 to Sta. 844+50) (Contract No. 1919)

All Required		Grubbing		$ 2,500.00
1,400	cu. yds.	Trench Excavation	$ 2.00	2,800.00
24,000	cu. yds.	Common Excavation	0.43	10,320.00
84,000	cu. yds.	Solid Rock Excavation	0.43	36,120.00
100,000	yd. stas.	Overhaul	0.02	2,000.00
1,200	yd. mi.	Truck Haul	0.20	240.00
0.59	mile	Finishing Roadbed and Slopes	500.00	295.00
5,200	lin. ft.	Rounding Outbanks	0.10	520.00
450	lin. ft.	8" Porous Drain Tile	0.50	225.00
60	lin. ft.	18" Corrugated Iron Pipe, Protected Invert	3.00	180.00
240	lin. ft.	75" Multiplate Corrugated Iron Pipe	25.00	6,000.00
500	lin. ft.	90" Multiplate Corrugated Iron Pipe	30.00	15,000.00
60	cu. yds.	Rock Backfill in Drains	2.00	120.00
				$ 76,320.00

Grading (Sta. 808+10 to 809+44.42) (Sta. 809+51.37 to 809+60) (Estimated Prices)

100	cu. yds.	Excavation, Single Classification	$ 0.75	$ 75.00
100	yd. mi.	Truck Haul	0.20	20.00
				$ 95.00

Subtotal	$ 76,415
10% Engr. & Cont.	7,641
Total	$ 84,056

Quartz Creek Bridge (Sta. 792+25 to 800+60)(Contract No. 1986)

2,300	cu. yds.	Excavation	$ 1.75	$ 4,025.00
100	cu. yds.	Excavation Below Plans	4.00	400.00
240,000	lbs.	Steel Piling at Job Site	0.04	9,600.00
110	only	Driving Foundation Piling	35.00	3,850.00
90	only	Splices in Steel Piling	3.00	270.00
280	cu. yds.	Class "B" Concrete	15.00	4,200.00
750	cu. yds.	Class "D" Concrete	21.00	15,750.00
148,000	lbs.	Metal Reinforcement	0.053	7,844.00
630,000	lbs.	Structural Silicon Steel	0.084	52,920.00
550,000	lbs.	Structural Carbon Steel	0.084	46,200.00
160	cu. yds.	Mortar Rubble Masonry	17.50	2,800.00
1,750	lin. ft.	Steel Handrail	6.50	11,375.00
				$ 159,234.00

South Fork, Quartz Creek Bridge (Sta. 809+24.42 to 809+51.37)(Estimated Prices)

550	cu. yds.	Structural Excavation	$ 3.00	$ 1,650.00
50	cu. yds.	Structural Excavation Below Plans	5.00	250.00
210	cu. yds.	Class "D" Concrete	25.00	5,250.00
31,000	lbs.	Metal Reinforcement	0.06	1,860.00
				$ 9,010.00

Subtotal	$ 168,244
10% Engr. & Cont.	16,824
Total	$ 185,068

Length of Roadway	0.593 mile
" " 2 Bridges	0.163 "
Total Length	0.756 "
Cost per mile, Roadway	$141,474

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Roadway	$ 84,056	$ 51,276	$ 32,780
Bridges	185,068	112,894	72,174
	$269,124	$164,170	$104,954

RECEIVED
SEP 1 1937

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
1937
STATE HIGH

IN YOUR REPLY PLEASE
REFER TO FILE NO. 181-E

August 27, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed modification of the project agreement for Oregon F.A.P. 181-E, Quartz Creek section of the Wolf Creek Highway, for signature and return to this office.

Enclosed is an approved copy of the detail estimate upon which the agreement was based, together with approved copy of specifications.

In approving, the Regional Office requested the submission of revised title sheets, inasmuch as the project is no longer coincident with the stationing shown on the one previously approved. Please submit five copies of a revised title sheet as soon as practicable.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Corrected when plan for
[illegible] Quartz Cr Bridge
was submitted
Tom

Encls.

1216 CO

FOR FILING

OREGON STATE HIGHWAY COMMISSION

August 13, 1937

Mr. G. S. Paxson
Bridge Engineer
Office

Dear Sir:

The State Highway Commission on August 11 authorized advertising for bids at the September meeting the construction of a small bridge near the Quartz Creek Bridge on the Wolf Creek Highway.

Very truly yours,

Secretary

HBG:AM
cc - Mr. Baldock

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

August 11, 1937

Const
Projects
Bridges

Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

There is a small creek known as Little Quartz Creek a few hundred feet east of the Quartz Creek Bridge now under construction for which no provision has as yet been made. It is estimated that a concrete span, full width of the roadbed (38'0 with a culvert type headwall, will cost $10,000. This type of structure requires abutments and wing walls which are the most costly part of the structure. This creek could be bridged with a 60' concrete span without abutments or wings with a 26' roadway and sidewalks for $7,500. The bridge is on a curve and at one end of a heavy rock cut so that site distance is to some extent limited. In my opinion the full width bridge is worth the additional money. I would recommend that we be authorized to advertise for this structure at the next meeting.

Very truly yours,

GSPaxson
G. S. Paxson
Bridge Engineer

OK

GSP DK
cc S. H. Probert
H. G. Smith

RECEIVED
JUN 8 1937
FOR FILING
181-E

June 7, 1937

U. S. Bureau of Public Roads
Box 3900
Portland, Oregon

Gentlemen:

We received your telegram dated June 7th in regard to the Quartz Creek Bridge, Project 181-E, with reference to changes in the steel beams in the 75 foot span in order to avoid excessive deflection. The same unit price has been received for both silicon and carbon steel on this job and we find that it would be preferable to increase the weight of the 36 inch suspended beam in the 75 foot span from 194 pounds to 230 pounds per lineal foot, and use silicon instead of changing to carbon. We are adding large scale details of the diaphragms to be used in the center of the suspended spans and will furnish computations showing that these diaphragms are sufficient to provide for the transference of load from the outside to the interior beams. These plans will be mailed to you tomorrow.

Very truly yours,

R. H. Baldock
State Highway Engineer

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE 1201-S

SS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

SYMBOLS

DL = Day Letter
NM = Night Message
NL = Night Letter
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination.

Received at 437 State St., Salem, Org., Tel. 3171 1937 JUN 7 AM 10 10

PRH19 64 GOVT DL=PORTLAND ORG 17 949A

R H BALDOCK
=STATE HIGHWAY ENGINEER

36-230

RE QUARTZ CREEK BRIDGE PROJECT ONE EIGHTY ONE E NECESSARY THAT CARBON BE SUBSTITUTED FOR SILICON STEEL SEVENTY FIVE FOOT SPANS OR ZEE BAR LUGS BE ADDED TO ENGAGE CONCRETE STOP TRANSVERSE STIFFENER BEAMS REQUIRED QUARTER POINTS ALL SUSPENDED SPANS STOP WE ADVISE ZEE BAR LUGS INSTEAD CHANGE STEEL AS LATTER AFFECTS MAIN BID ITEM AND READVERTISING WOULD BE INVOLVED STOP PROMPT ACTION ESSENTIAL=

CAUFIELD.

RE QUARTZ E ZEE.

ST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

CONTRACT# [redacted] 2007

110-1202 Diamond Lake Rock Production, 1937
2007 West Diamond Lake & Crater Lake

RECEIVED
DEC 13 1939
FOR FILING

110-1202

December 13, 1939

General Casualty Company of America,
Ford Knutson, Agent,
Board of Trade Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2007, for the construction of the Diamond Lake Section of the West Diamond Lake and Crater Lake-North Secondary Highways in Douglas and Jackson Counties, has been completed by the contractors, R. I. Stuart & Sons, and that final settlement will be made by the State with said contractors for work done under said contract on or after December 23, 1939.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $21,856.76, including the final payment. Of this amount $1,180.02 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

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NOV 1[illegible] 1939
FOR FILING

110-1202

November 15, 1939

Shell Oil Company,
1220 S. W. Morrison Street,
Portland, Oregon.

Gentlemen:

In response to your inquiry of November 13th you are advised that the R. I. Stuart & Sons contract No. 2007, Diamond Lake Section in Douglas and Jackson Counties, was accepted by the Highway Commission on November 8, 1939.

Very truly yours,

Secretary.

Dict. by J. McFarland.

RECEIVED
NOV 15 1939
STATE HIGHWAY COMMISSION

SHELL OIL COMPANY
INCORPORATED
1220 S.W. MORRISON STREET
PORTLAND, OREGON

TELEPHONE ATWATER 7321

November 13, 1939

State of Oregon
Highway Department
Salem, Oregon

Attention: Mr. H. B. Glaisyer

Gentlemen:

Re: R.I. Stuart & Sons - Contract No. 2007

Your last advice stated that although this contract was completed August 26 it had not been accepted on October 20. Has the acceptance date been established since then?

For your convenience in replying, we are enclosing stamped and addressed envelope.

Very truly yours,

SHELL OIL COMPANY
Incorporated

FRANK J. HUBNER
Division Credit Manager

RER:JM
Enc.

R.H. Baldock 110-1202

NOTE
State Highway Engineer

October 31st, 1939

FINAL COST ANALYSIS
Diamond Lake Rock Production

West Diamond Lake Secondary and Crater Lake North Secondary Highways
Contract 2007 Prefix 110-1201
R. I. Stuart & Sons, Contractors C. C. Gall, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
3/4"-½" Cr. Rock in S.P.	$11,182.79	5,471.3 cu. yd.	2.0439	2.00	$10,942.60
½"-¼" " " " "	7,442.25	3,641.2 " "	2.0439	2.00	7,282.40
¼"-0" " " " "	3,065.87	1,500.0 " "	2.0439	1.50	2,250.00
Haul Adjustment		1,304 yd. mi.		0.12	156.48
Screen Rejections	170.18	680.7 cu. yd.	0.25	0.25	170.18
Hauling Screen Rejections	60.69	939.4 yd. mi.	0.0646	0.12	112.73
Force Account	1,180.02				1,180.02
	$23,101.80				$22,094.41

Total Cost	$23,101.80
Gross Revenue	22,094.41
Net Loss	$1,007.39

Net Loss Equals 4.56% of Gross Revenue

Contract 2007

Details of Cost

Labor:		
Supervision	$1,050.00	
Labor	6,804.95	
State Industrial Accident	844.48	
Unemployment Compensation	204.16	
Old Age Benefit	68.05	
		$8,971.64
Miscellaneous:		
Equipment Rental (Including Repairs)	$7,739.00	
Gas, Oil and Grease	3,651.20	
Move In and Set Up	422.20	
Miscellaneous Expense & Small Tools	1,439.95	
Overhead Expense	214.98	
Home Office Expense	441.89	
Bond	220.94	
		14,130.16
Total Cost		$23,101.80

Contract 2007

Details of Crushing Costs

Item	Cost	Quantity	Unit Cost	Average Bid	Gross Revenue
Plant Erection	$1,156.68	10,612.5 cu. yd.	0.1090		
Quarry Operation	660.31	" " "	0.0622		
Load Quarry Mat'l.	3,404.37	" " "	0.3208		
Haul " "	1,832.60	" " "	0.1727		
Plant Operation	8,445.43	" " "	0.7958		
Cost in Bunker	$15,499.39	10,612.5 cu. yd.	1.4605		
Haul Crushed Rock	6,191.52	" " "	0.5834		
Cost in Stockpile	$21,690.91	10,612.5 cu. yd.	$2.0439	$1.9293	$20,475.00

Item	Quantity	Unit Bid	Gross Revenue
3/4" - ½" Crushed Rock in S.P.	5,471.3 cu. yd.	2.00	$10,942.60
½" - ¼" " " " "	3,641.2 " "	2.00	7,282.40
¼" - 0" " " " "	1,500.0 " "	1.50	2,250.00
Gross Revenue in Stockpile	10,612.5 cu. yd.		$20,475.00

Total Cost in Stockpile	$21,690.91
Gross Revenue in Stockpile	20,475.00
Net Loss in Stockpile	$1,215.91

Contract 2007

REMARKS:

This is a State project and consisted of furnishing approximately 10,300 cubic yards of crushed rock in stockpile. The contract was bid and awarded September 14th, 1937; work was started July 18th, 1938, suspended for the winter October 29th, 1938, resumed June 6th, 1939 and completed August 26th, 1939.

Six weeks were required to erect the plant at a specified quarry site 1.2 miles west of M.P. 19.0, on the West Diamond Lake Highway. Quarry material laid on a high sloping face loose enough to be barred down by hand, practicallyno powder being required. A ½-yard Speeder shovel and one quarry truck loaded quarry rock to the crusher which produced 11,240 cubic yards of crushed material in 1,017 hours of operation at an average of 11 cubic yards per hour. The plant consisted of a 15 x 30 jaw, 8 x 36 cone and a 16 x 30 rolls crusher, two 3' x 8' double deck screens, 90 feet of conveyor belt system and 30 feet of bucket line elevator. The plant was powered by a 100 h.p. and a 65 h.p. International diesel engine and lighted by a Kohler light plant. From two to six 1½-ton trucks were used to haul crushed rock to stockpiles. Stockpile sites were cleared and grubbed on a force account order.

Production average was low due to numerous breakdowns of the equipment and to considerable wet weather which caused shutdowns, as the material had to be dry screened. Supervision was not effective in many cases and could not increase production to an average that would have earned a profit.

E. H. Clymer
Cost Analyst

By . . M. G. Smith

RECEIVED
OCT 24 1939
FOR FILING

#2007

110-1202

October 24, 1939

General Casualty Company of America,
Ford Knutson, Agent,
Board of Trade Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to E. T. Stuart & Sons on Contract No. 2007, Diamond Lake Section of the West Diamond Lake and Crater Lake-North Secondary Highways in Douglas and Jackson Counties. This payment will be made on or after November 8, 1939.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED
OCT 20 1939
FOR FILING

110-1202

October 20, 1939

SHELL OIL COMPANY
1220 S. W. Morrison Street
Portland, Oregon

Attention Frank J. Hurner, Division Credit Mgr.

Gentlemen:

In response to your inquiry of October 12 you are advised that the R. I. Stuart and Sons Contract, No. 2007, was completed on August 26. This project has not yet been accepted by the State Highway Commission. The total amount paid the contractors to date is $19,827.27, and the retained percentage is $1,488.75.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

RECEIVED
OCT 20 1939
OREGON
STATE HIGHWAY COMMISSION

SHELL OIL COMPANY
INCORPORATED
1220 S.W. MORRISON STREET
PORTLAND, OREGON

TELEPHONE ATWATER 7321

October 12, 1939

State of Oregon
Highway Department
Salem, Oregon

Attention: Mr. Glaisyer

Gentlemen:

Re: R. I. Stuart and Sons
Contract No. 2007 - Douglas + Jackson

Has the acceptance date of this contract been determined yet, and also will you please tell us if the contractor has received final payment?

Thank you for your usual prompt attention.

Very truly yours,

SHELL OIL COMPANY,
Incorporated

FRANK J. HURNER
Division Credit Manager

RER:GC

Aug - 26
pd - $19,827.27
Rtd. $1,488.75

RECEIVED
OCT 16 1939
FOR FILING

#2007

110-1202

October 16, 1939

Bateman and Sons
Medford, Oregon

Gentlemen:

We are in receipt of your letter of October 13, 1939, advising that your claim against R. L. Stuart and Sons, for labor and material furnished in connection with State Highway Contract No. 2007, which was awarded to them for the furnishing of crushed rock on the Diamond Lake Section of the West Diamond Lake and Crater Lake-North Secondary Highways, has been paid in full.

Thank you for giving us this information.

Yours very truly,

Secretary

JMEF:MC

cc - R. L, Stuart & Sons
526 No. Fir St.,
Medford, Oregon

cc - General Casualty Co. of America
Board of Trade Bldg.,
Portland, Oregon

R. [illegible] STUART & SONS
CONTRACTORS
MEDFORD. OREGON

RECEIVED
OCT 16 1939

October 13, 1939.

Oregon State Highway Commission,
Salem, Oregon.

Received of R. I. Stuart and Sons payment in full for all work and material done on Contract # 2007, (stock piles - West Diamond Lake and Crater Lake North Secondary Highways, Douglas and Jackson Counties, Oregon)

Bateman and Sons
Peter P. Bateman

cc C.M.Pratt
General Ins. Co. of America

[illegible] C.

Medford =

FORM S-O-1

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
HURON W. CLOUGH, CANYONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

C. B. McCULLOUGH
ASSISTANT HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
SEP 27 1930
DIVISION

110-1202

Sept. 26, 1930

R. I. Stuart & Sons
217 Apple Street
Medford, Oregon

Gentlemen:

The extension to the Time Limit on your Contract 2007, Diamond Lake Section in Douglas and Jackson Counties, expired July 18th but as the work was not completed until August 28th, it will be necessary for you to make an extension to the last above mentioned date.

The written consent of your surety should accompany your application.

Very truly yours,

K. D. LYTLE
Division Engineer

KDL:C

cc: Glaisyer ✓

[illegible]

110-1212

September 19, 1939

Mr. R. D. Lytle,
Division Engineer,
Roseburg, Oregon.

Dear Sir:

Reference is made to the R. L. Stuart & Sons, Contract No. 2007, Diamond Lake Sation in Douglas and Jackson Counties.

The original date of completion of the above contract was October 31, 1938, and the time limit was extended to July 18, 1939, with penalty. According to our records the contract was not completed until August 28, 1939.

Will you please request the contractors to make application for an extension of time to the actual dateof completion and forward us your recommendation. The application must be accompanied by the written consent of the surety on the bond.

Very truly yours,

Secretary.

RECEIVED

110-1202

2007

September 19, 1939

Shell Oil Company,
Portland, Oregon.

Attention: Mr. Frank J. Hermer.

Dear Sirs:

In response to your inquiry of September 12th you are advised that the R. I. Stuart & Sons Contract No. 2007, Diamond Lake Section in Douglas and Jackson Counties, was completed August 26, 1939. The contract has not been accepted nor has final payment been made.

Very truly yours,

Secretary.

Dict. by J. McFarland.

#2007 - [illegible]

RECEIVED
SEP 13 1939
STATE HIGHWAY COMMISSION

SHELL OIL COMPANY
INCORPORATED
1220 S.W. MORRISON STREET
PORTLAND, OREGON

TELEPHONE ATWATER 7321

September 12,1939

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. Glaisyer

Gentlemen:

Re: R. I. Stuart and Sons
Contract 2007

Will you please favor us with a progress report on this job, stating completion and acceptance dates if the contract has been finished?

Very truly yours,

SHELL OIL COMPANY,
Incorporated

FRANK J. HURNER
Division Credit Manager

RER:GC

Aug 15

E- 19,266.02
R- 1488.75
Pd- 17,777.27

Form 300—5M—1-38

NOTED
Asst. State Highway Engineer

GON STATE HIGHWAY COMMIS N

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

NOTED
Asst. State Highway Engineer

		For Week Ending	Sept. 2, 1939, 193
Section	Diamond Lake Rock Production	*Kind of work*	Crushed rock in stockpile
Highway	West Diamond Lake and Crater Lake North	*Section prefix*	110 - 1202
Contractor	R. I. Stuart & Sons	*Contract number*	2196 2007
Date of contract	Sept. 14, 193[illegible], 193 7	*Date of completion*	Oct. 31, 1938, 193
Date work started	July 18, 1939, 193	*Estimated date of completion*	Aug. 26th, 1939, 193
Amount of contract	$ 19,850.00	*Per cent of time elapsed*	173 %

Estimated cost of completed project, exclusive of engineering $ 19,850.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 1150.00, 5.8 %   *Date project was completed* August 26, 1939, 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contract was completed on Aug. 26th but was unable to contact Stuart at that time to learn definitely of the completion till later this week.

Party will measure the completed piles whenever we have available time this will be done as soon as possible.

NOTED
RAY WEBBER

NOTED
H. N. HACKETT

Signed C. C. Gall,

Address Medford, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities			10,300		
Estimated quantities moved or placed to date			10,300		
Average daily quantities			completed		
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

#2007

RECEIVED
AUG 11 1939
FOR FILING
110-1202

August 11, 1939

Shell Oil Company,
1220 S. E. Morrison St.,
Portland, Oregon.

Attention: Frank J. Turner.

Gentlemen:

Reference is made to your letter of August 9th concerning the R. I. Stuart & Sons Contract No. 2007, Diamond Lake Section in Douglas and Jackson Counties.

You are advised that this contract is approximately 78% complete. The total amount paid the contractors to date is $14,141.27, and the retained prcentage is $1,488.78. Last November, Bateman & Son, filed a claim in amount of $1,000.00, for truck hire. This is the only claim of record against this contract.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

-2007-
Douglas + Jackson

SHELL OIL COMPANY
INCORPORATED
1220 S.W. MORRISON STREET
PORTLAND, OREGON
TELEPHONE ATWATER 7321

RECEIVED
AUG 11 1939
OREGON
STATE HIGHWAY COMMISSION

August 9, 1939

State of Oregon
Highway Commission
Salem, Oregon

Attention: Mr. Glaisyer

Gentlemen:

Re: R. I. Stuart & Son
Contract 2007

Will you kindly give us a progress report on the above contract and also state if any liens have been filed against this job?

Thank you for your usual cooperation.

Very truly yours,

SHELL OIL COMPANY,
Incorporated

FRANK J. HURNER
Division Credit Manager

RER:GC

July 15-
E. $15,630.02
R. $ 1,468.75
Pd-$14,141.27

7870

#2007

RECEIVED
JUL 13 1939
FOR FILING

110-12-02

July 13, 1939

Shell Oil Company,
1220 S. W. Morrison,
Portland, Oregon.

Attention: Mr. Frank J. Harmer.

Gentlemen:

Reference is made to your letter of July 11th concerning the R. L. Stuart & Sons Contract No. 2007, Diamond Lake Section in Douglas and Jackson Counties.

You are advised that this contract is approximately 64% complete. We are unable to advise you at this time just when the project will be completed.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dist. by J. McFarland.

RECEIVED
JUL 12 1939
STATE HIGHWAY COMMISSION

SHELL OIL COMPANY
INCORPORATED
1220 S.W. MORRISON STREET
PORTLAND, OREGON

TELEPHONE ATwater 7321

July 11, 1939

State of Oregon Highway Department
Salem, Oregon

Attention: Mr. Glaisyer

Gentlemen:

Re: R. I. Stuart & Sons - No. 2007 Douglas Co.

Will you kindly favor us with progress report on the above contract.

If the job has been completed and accepted, may we please have the dates.

Very truly yours,

SHELL OIL COMPANY
Incorporated

FRANK J. TURNER
Division Credit Manager

RER:JM

Nov. 15-38

E.- $12,740.02
R.- $1,488.75
Pd- $11.251.27

6410

2007

RECEIVED
JUN 6 - 1939
FOR FILING

110-1202

June 2, 1939

R. L. STUART & SONS
Medford, Oregon

Attention Miles Stuart

Gentlemen:

Reference is made to your letter of May 31, requesting an extension of time of six weeks from June 6 in which to complete your contract, No. 2007, Diamond Lake Section, in Douglas and Jackson Counties.

You are advised that as soon as the written consent of your surety company has been received, the matter will be presented to the State Highway Commission.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MEB

cc - K. D. Lytle

Mr. Lytle:

Please advise your recommendation.

HBG

#2007
[illegible] & Jackson

SHELL OIL COMPANY
INCORPORATED
1220 S.W. MORRISON STREET

PORTLAND, OREGON

RECEIVED
MAY 19 1939
OREGON
STATE HIGHWAY COMMISSION

May 18, 1939

State of Oregon
Highway Commission
Salem, Oregon

Attention: Mr. Glaisyer

Gentlemen:

Re: R. I. Stuart & Son
Contract No. 2007

Will you kindly favor us with a progress report on the above contract at this time. If the job has been completed, may we have the completion and acceptance dates.

Very truly yours,

SHELL OIL COMPANY
Incorporated

FRANK J. TURNER
Division Credit Manager

RER:GC

Nov. 15

E - $12,740.02
R. - $1,488.75
Pd - $11,251.27

2007

RECEIVED
JUN 6 - 1939
FOR FILING

110-1202

June 2, 1939

R. I. STUART & SONS
Medford, Oregon

Attention Miles Stuart

Gentlemen:

Reference is made to your letter of May 31, requesting an extension of time of six weeks from June 6 in which to complete your contract, No. 2007, Diamond Lake Section, in Douglas and Jackson Counties.

You are advised that as soon as the written consent of your surety company has been received, the matter will be presented to the State Highway Commission.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MB

cc - K. D. Lytle

Mr. Lytle:

Please advise your recommendation.

HBG

FORM 5-A-1 5M 3-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

March 8th, 1939

NOTED
te Highway Engineer

General Casualty Company of America
Seattle, Washington

Attention: Mr. Albert McCarthy, Surety Dept.

Dear Sir:

In regard to the contract of R. I. Stuart & Sons, Contract #2007, furnishing crushed rock in stockpiles, West Diamond Lake & Crater Lake, North Secondary Highways, Douglas and Jackson Counties.

This is to advise that this job was awarded on September 14, 1937, and no work at all was done that fall apparently on account of his inability to finish another contract. He actually started crushing operations on August 31st, 1938, but I am unable to say why he could not complete during 1938 except that Stuart seems to be unable to build a plant which can produce a sufficient output. My opinion, based upon casual observation, is that they economize too much in the erection of a plant with respect to foundations for their crushers and other details of installation which cause numerous breakdowns and loss of output. Individually they are a very hard working outfit and apparently good mechanics, and they probably would make money if they could operate more consistently.

115-1206

R. I. Stuart & Sons also have another contract, the Powers Ranch-Jacksonville Section, which also has every indication of requiring an extension of time, although there is some possibility that they will complete on time. This is being financed with P.W.A. funds, and I am particularly anxious that this job be completed on time. Every occasion has been taken by the Resident, Division and Construction Engineers, both by letters and by personal interviews, to impress upon Stuart the necessity for completing the Powers Ranch-Jacksonville Section on time. I would suggest that you also take this opportunity to impress upon them that the time limit is a portion of the contract and must be regarded as seriously as any other feature of the contract.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

Alojek -
This was
answered by
Smith - see
letter of Mar. 8th
copy of which
was sent to
Baldock

L

RECEIVED
MAR 6 - 1939
OREGON
STATE HIGHWAY COMMISSION

GENERAL
CASUALTY COMPANY
OF AMERICA
SEATTLE

March 4, 1939

Awarded 9-[illegible]-37
Started 5-31-38
Completion date 10-31-38

[illegible] erection completed
[illegible] 8-[illegible]-38

neer

110-1202

Re: Bond 15896-A - Contractor R. I. Stuart & Sons - Contract #2007 - Furnishing crushed rock in stockpiles, West Diamond Lake & Crater Lake, North Secondary Highways, Douglas and Jackson Counties, Oregon.

The General Casualty Company wrote the performance bond for the above captioned contract. The completion date, according to the contract, was October 31, 1938. Your report on the progress of this job, dated February 21, 1939, showed this contract 64% complete.

Will you kindly advise this office what is the reason for this delay in completion. This information will be greatly appreciated.

Very truly yours,

Albert McCarthy
Surety Department

Albert McCarthy
rgc

REFERRED TO
Aluck
SECRETARY
get the information from [illegible]
RHB

RECEIVED
MAR 6 - 1939
OREGON
STATE HIGHWAY COMMISSION

GENERAL
CASUALTY COMPANY
OF AMERICA
SEATTLE

H. K. DENT
PRESIDENT
T. E. LOYNAHAN
VICE-PRESIDENT

March 4, 1939

Awarded [illegible]
Started [illegible]-31-38
Completion date 10-31-38

[illegible] extension [illegible]
[illegible] 8-2[illegible]-38

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

110-1202

Re: Bond 15896-A - Contractor R. I. Stuart & Sons - Contract #2007 - Furnishing crushed rock in stockpiles, West Diamond Lake & Crater Lake, North Secondary Highways, Douglas and Jackson Counties, Oregon.

The General Casualty Company wrote the performance bond for the above captioned contract. The completion date, according to the contract, was October 31, 1938. Your report on the progress of this job, dated February 21, 1939, showed this contract 64% complete.

Will you kindly advise this office what is the reason for this delay in completion. This information will be greatly appreciated.

Very truly yours,

Albert McCarthy
Surety Department

Albert McCarthy
rgc

REFERRED TO
[illegible]
BY SECRETARY

Get the information from [illegible]
RHB

#2007

RECEIVED
NOV 30 1938
FOR FILING

110-1202

November 29, 1938

Mr. Peter R. Bateman
c/o Bateman & Son
Medford, Oregon

Dear Sir:

Reply is made to your letter of November 23 in regard to your claim against R. I. Stuart & Sons, same being in the approximate amount of $1,000 for wages and truck hire on the Diamond Lake Stock Pile Project which R. I. Stuart & Sons had under contract with the State Highway Commission.

The contract to which you refer is state highway contract No. 2007 which covers the furnishing of crushed rock in stock piles for the Diamond Lake Section of the West Diamond Lake Secondary Highway and the Crater Lake-North Secondary Highway, in Douglas and Jackson Counties.

Our records show that we have paid the contractor two estimates for work performed as follows: estimate #1 in the amount of $2,919.75 was paid on October 5, 1938; estimate #2 in the amount of $3,868.35 was paid on November 2, 1938. Estimate #3 for work performed up to November 15 is now in process of payment. It will be in the amount of $4,463.17. We anticipate that the warrant will be forwarded to the contractor within the next few days.

In connection with this contract R. I. Stuart & Sons were required to furnish the state with a surety bond for the protection of claims. This bond was written by the General Casualty Company of America for whom Ford Knutsen, thelocal agent, with offices in the Board of Trade Building, Portland, Oregon.

I would suggest that, in the event you do not secure satisfaction from the contractor within a reasonable length of time, you send a notice of your claim to the agent of the bonding company.

I would also suggest that you file your claim with the Secretary of State in accordance with the provisions of Chapter 280, Laws of Oregon for 1931, a mimeographed dopy of which is inclosed. By filing your claim with the Secretary of State you will hold the bond responsible and liable for your claim subsequent to the expiration of a periof of six months from date of completion of the project and acceptance of the same by the Highway Commission.

Very truly yours,

Secretary

November 29, 1938

General Casualty Company of America
Ford Knutsen, Local Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

We are inclosing for your information a copy of a claim which the State Highway Commission has received from Peter R. Bateman, c/o Bateman & Son, Medford, Oregon, against R. I. Stuart & Sons, contractors for furnishing crushed rock in stock piles for the Diamond Lake Section of the West Diamond Lake Secondary Highway and the Crater Lake-North Secondary Highway, in Douglas and Jackson Counties, State Highway Contract No. 2007. The claim is in the approximate amount of $1,00 and represents wages and truck hire in connection with the above mentioned contract.

This information is given you inasmuch as you appear surety on the bond.

Very truly yours,

Secretary

HFG:AM

cc - R. I. Stuart & Sons
521 North Fir
Medford, Oregon

#2009
~~Jackson Co. Pay~~

SAMUEL BATEMAN
302 MAPLE
TELEPHONE 912-J

SAND and GRAVEL

P. R. BATEMAN
1232 NORTH RIVERSIDE
TELEPHONE 1534-Y

BATEMAN & SON
DUMP TRUCKS -- TEAMING
WASHED SAND AND ROCK -- PLASTER SAND
GRANITE -- BUCKSHOT -- RIVER LOOM
FERTILIZER

RECEIVED
NOV 25 1938
OREGON
STATE HIGHWAY COMMISSION

Medford, Oregon
November 23, 1938

Oregon State Highway Commission
Salem, Oregon.

Dear Sirs:

We have approximately One Thousand Dollars due us for wages and truck hire on the Diamond Lake stock pile p roject, from R. I. Stuart and Sons,

This represents two months work, and it has been almost thirty days since we finished there. Mr. Stuart says that he has received no pay from this job.

We do not wish to sever our friendly relations with Mr. Stuart, but this is more money that we can afford to take chances on. Can you advise us whether he has received any pay, and if so, what action we should take in the matter.

Thanking you for your atteniton in this matter,

I am,

Respectfully,

Peter R Bateman

Peter R. Bateman

REFERRED TO
Mr. Farland
BY SECRETARY

Please advise me the facts
HBG

ANSWERED
H. B. GLAISYER

R. I. Stuart & Sons Est[illegible] for work to Nov, 15th on their Cont. #2007 - Diamond Lake Section in Douglas & Jackson Counties in amount $4,463.17, was just received from the Commission to day and will probably go to the Secretary of State this date. I know of no hold-ups on any oftheir payments on this job. They have been paid $11,251.27 to date and the retained percentage is $1,488.75.

McFarlnd,

Manager

your letter of November 17, 1938, concerning R. I. Stuart & Sons contract, No. 2007, Diamond Lake Section, in Jackson and Douglas Counties.

You are advised that this contract was about 69 per cent complete on November 15 and on account of weather conditions we understand that the operation has been closed down until spring.

The total amount paid to date is $11,251.27 and the retained percentage is $1,488.75.

Very truly yours,

JMcF:AM

Secretary

RECEIVED
NOV 30 1938
FOR FILING
110-1202

November 29, 1938

Shell Oil Company
1220 S. W. Morrison
Portland, Oregon

Attention: Frank J. Hurner
Division Credit Manager

Gentlemen:

Receipt is acknowledged of your letter of November 17, 1938, concerning the R. I. Stuart & Sons contract, No. 2007, Diamond Lake Section, in Jackson and Douglas Counties.

You are advised that this contract was about 69 per cent complete on November 15 and on account of weather conditions we understand that the operation has been closed down until spring.

The total amount paid to date is $11,251.27 and the retained percentage is $1,488.75.

Very truly yours,

JMcF:AM

Secretary

#2007

-007— Nov. 15—

E - $12,740.02
R - $ 1,488.75
Pd - $11,251.27

6900
19850 / 12,850.00
11,400
775 00
774

ANY
EET
ON

RECEIVED
NOV 18 1938
OREGON
STATE HIGHWAY COMMISSION

November 17, 1938

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. Glaisyer

Gentlemen:

Re: Contract #2007
R. I. Stewart

We understand that the above indicated job has been completed.

Will you please furnish us with completion and acceptance dates of this contract.

Stamped and addressed envelope is attached for your convenience.

Very truly yours,

SHELL OIL COMPANY

RER:RS

FRANK J. HURNER
Division Credit Manager

#2007

SHELL OIL COMPANY
1220 S.W. MORRISON STREET
PORTLAND, OREGON

RECEIVED
NOV 18 1938
OREGON
STATE HIGHWAY COMMISSION

November 17, 1938

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. Glaisyer

Gentlemen:

Re: Contract #2007
R. I. Stewart

We understand that the above indicated job has been completed.

Will you please furnish us with completion and acceptance dates of this contract.

Stamped and addressed envelope is attached for your convenience.

Very truly yours,

SHELL OIL COMPANY

RER:RS

FRANK J. HURNER
Division Credit Manager

FORM 6-4-1 10M 9-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

5

RECEIVED
NOV 5 1938

11p-1202

RECEIVED
NOV 5 1938
IN REPLY PLEASE REFER TO FILE NO.
OREGON
STATE HIGHWAY COMMISSION

Nov. 4, 1938

R. H. Baldock
State Highway Engineer
Salem, Ore.

Attention: H. G. Smith

Dear Sir:

I am sending, herewith, for your consideration, a second authorization of Extra Work Order on the Diamond Lake Rock Production Project.

Explanation as to why the order is over-running is given in Mr. Gall's letter, a copy of which is attached.

Very truly yours,

K. D. LYTLE
Division Engineer

KDL:G

encs

cc: Baldock ✓

REFERRED TO

#2007

OCT 19 1938

FOR FILING

110-1200

October 19, 1938

General Casualty Company of America
General Insurance Building
Seattle, Washington

Attention: S. L. Catelli
Surety Department

Gentlemen:

Reply is made to your letter of October 15, 1938, in regard to the R. I. Stuart & Son contract for furnishing crushed rock in stock piles for the West Diamond Lake and Crater Lake Highways. This is state highway contract No. 2007.

I find that the contract was awarded on September 14, 1937. The records disclose that work was not started on the project until August 31, 1938, hence it will not be possible for the job to be completed within the time limit specified in the contract which is October 31, 1938, in fact I have been informed that it will not be possible to complete this job this year.

In view of the circumstances it will be necessary for the Commission to extend the time for the completion of the project. Whether or not the Commission will impose a penalty on the contractor for failure to complete the project within the specified time limit is something I cannot tell at the present time as this is a matter which must be acted on by the Commission. It is quite likely that the Commission will exact a penalty unless there are extenuating circumstances which prevent the contractor from completing the project within the specified time limit.

Very truly yours,

Secretary

RBG:AM

REFERRED TO
McFarland
BY SECRETARY

#2007
15.78.

GENERAL CASUALTY COMPANY OF AMERICA

SEATTLE

H. K. DENT
PRESIDENT
T. E. LOYNAHAN
VICE PRESIDENT

RECEIVED
17 1938
STATE HIGHWAY COMMISSION

October 15, 1938

Highway Commission
State of Oregon
Salem, Oregon

Attention Mr. H. B. Glaisyer,
Secretary:

Gentlemen:

Re: Bond No. 15896-A - R. I. Stuart & Son - Contract for furnishing crushed rock in stockpiles, West Diamond Lake & Crater Lake

We received your status report today stating that this contract is only 17% completed and giving the probable date of completion as October 31, 1938. The contract states that the work is to be completed by October 31, but we notice in reports formerly received that on account of weather conditions, the work has been considerably slowed up. We are now wondering if it is possible for them to actually finish the work by October 31, and if you are insisting that they do so eventhough conditions have held them up. If they cannot complete by that time, will extensions be granted?

We would like to hear from you regarding the above and for your convenience, are attaching a stamped envelope.

Very truly yours,

Surety Department

ANSWERED
B. G.

S. L. Catelli
ap
Enclosure

REFERRED TO
McFarland
BY SECRETARY

Necessary information for reply.
HBG

October 19,1938

Mr. Glaisyer:

Reference is made to the Surety Company's letter regarding the R. I. Stuart & Sons, Cont. #2007 - Diamond Lake Section in Douglas and Jackson Counties.

The above contract was awarded Sept, 14, 1937, and work was not started until Aug, 31, 1938. The contractors have been paid one estimate for work performed to Sept, 15, 1938. The total amount paid to date is $2,919.75 and the retained percentage is $515.25. The way I figure the contract was 17% complete on Sept, 15th.

On the forms of inquiry which the surety sends to us the ask: "Date of Completion:" I take this to mean the specified date of completion and I put that date in with no comments. In this instance this date is October 31, 1938. I have made inquiry at Clymers office and they advise that it will be impossible to finish the job this year. However, on the last weekly engineers report he estimates that they can finish by Nov, 30th providing they can keep the plant running, which of course is very doubtful. In regard to extension of time I think we can make ho comment on this matter until their application has been submitted to the Commission.

J. McFarland.

RECEIVED
JUL 14 1938
FOR FILING

110-1202

July 14, 1938

Balzer Machinery Company,
2136 S. E. Eighth Avenue,
Portland, Oregon.

Gentlemen:

Reference is made to your letter of July 12th concerning contract of R. I. Stuart & Sons.

The contract which you refer is our No. 3007, and is for furnishing 10,300 cubic yards of crushed rock in stock piles on the Diamond Lake Section of the West Diamond Lake and Crater Lake-North Secondary Highways in Douglas and Jackson Counties. This contract was awarded the above firm on September 14, 1937, and the completion date is October 31, 1938.

The amount of the contract is $19,850.00, and the bond furnished was witten by the General Casualty Company of America for whom Ford Knutsen who has offices in the Board of Trade Building, Portland, is resident agent.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

L. BALZER, MANAGER
OFFICE -- EAST 2143
RESIDENCE -- GARFIELD 4415

BALZER MACHINERY COMPANY

CONTRACTORS AND LOGGERS EQUIPMENT
2136 S. E. EIGHTH AVENUE
CORNER EAST EIGHTH AVENUE AND GRANT STREET
PORTLAND, OREGON

WE RENT NEW AND USED
MACHINERY WITH
PRIVILEGE OF PURCHASE

OHIO LOCOMOTIVE CRANE CO.
LOCOMOTIVE CRANES
NORTHWEST ENGINEERING CO.
POWER SHOVELS
CHICAGO PNEUMATIC TOOL CO.
AIR COMPRESSORS
PACIFIC WIRE ROPE CO.
WIRE ROPE

TRAYLOR ENG. & MFG. CO.
GYRATORY CRUSHERS
NATIONAL SUPPLY CO.
DIESEL ENGINES
NATIONAL WIRE CLOTH CO.
SCREEN CLOTH
DAVENPORT BESLER CORP.
LOCOMOTIVES

July 12, 1938

RECEIVED
[illegible] 1938
STATE [illegible] COMMISSION

Oregon State Highway Dept.,
Salem, Oregon.

Gentlemen:

About September 15, 1937, R. I. Stuart and Son, Medford, Oregon, were awarded a contract for rock production, about $20,000.00, in Douglas and Jackson Counties.

As we wish to file claim under their bond for supplies consumed on this job, would appreciate your advising us the date of acceptance, official name of the project, and who the bonding company was that furnished the bond.

Thanking you in advance, we remain -

Yours very truly,

BALZER MACHINERY COMPANY,

Per R L Balzer
Manager.

RLB:BE

REFERRED TO
BY SECRETARY

FORM 5-A-1 10M 7-37

Commissioners
HENRY F. CABELL, Chairman, Portland
E. B. ALDRICH, Pendleton
F. L. TOU VELLE, Jacksonville

H. B. GLAISYER, Secretary

OREGON STATE HIGHWAY COMMISSION

SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

110-12-02

November 22, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Attention: H. G. SMITH

Dear Sir:

We are enclosing herewith the original and one copy of a Special Use Permit secured from Karl L. Janouch, Supervisor of the Rogue River National Forest, covering the construction and maintenance of a camp at M. P. 19 on the West Diamond Lake Secondary Highway, in connection with the Diamond Lake Maintenance Materials Project, R. I. Stuart and Sons, contractors.

Very truly yours,

K. D. LYTLE
Division Engineer

By

R. B. Sipprell
Office Engineer

RBS:MDO
cc--R. H. Baldock

#2007

FORM 401 P 4-36 10M

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

ATWATER 9521

6TH FLOOR YEON BUILDING
Portland, Oregon

RECEIVED
NOV 12 1937
OREGON
STATE HIGHWAY COMMISSION

110-120

November 10, 1937

Oregon State Highway Commission,
Salem, Oregon.

RE: R. I. STUART & SONS
Medford, Oregon

Gentlemen:

It is our understanding that R. I. Stuart & Sons have been awarded a Rock Production Contract in the vicinity of Klamath Falls.

Inasmuch as we anticipate furnishing the subcontractor, Mr. O. E. Joelson, with petroleum products on this operation we shall greatly appreciate your completing the attached questionnaire and return to this office in the enclosed business reply envelope.

Yours very truly,

UNION OIL COMPANY OF CALIFORNIA

D. E. Nichols

District Credit Supervisor

LH:B
Encl

RECEIVED
OCT 18 1937
FOR FILING
110-13 02

October 16, 1937

R. I. STUART & SONS
217 Apple Street
Medford, Oregon

Gentlemen:

We are sending you today by express one fully executed copy of Contract No. 2007 which was awarded to you on September 14, 1937, for the Diamond Lake Rock Production Project in Douglas and Jackson Counties.

This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

1915

RECEIVED
SEP 2[illegible] 1937
F[illegible]

110-1202

RECEIVED
SEP 27 1937
OREGON
STATE HIGHWAY COMMISSION

GENERAL
H. K. DENT
PRESIDENT

GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE CO. OF AMERICA
GENERAL CASUALTY COMPANY OF AMERICA
HOME OFFICES—SEATTLE, WASHINGTON

OREGON SERVICE OFFICE
601 BOARD OF TRADE BUILDING
PORTLAND, OREGON

September 25th, 1937.

State of Oregon
Highway Commission
Salem, Oregon

Gentlemen:

Re: Contract No. 2007
Contractor- R. I. Stuart & Sons
Date of Award- 9-14-37

This is to advise you that we have issued bond for $19,850.00 which has been properly signed by R. I. Stuart & Sons as principal and the General Casualty Company of America as surety. Four copies of Specifications and Contract Agreement for State Highway Construction on the West Diamond Lake Secondary Crater Lake-North Secondary Highway in Douglas and Jackson County Diamond Lake Section furnishing 10,300 Cu. yards crushed rock in stockpiles ~~is~~ are being mailed via express under separate cover.

Yours very truly,

General America Companies

By: M. Lundquist
Oregon Service Office

ML

RECEIVED
SEP 16 1937
FOR FILING

11A-1507

September 15, 1937

R. I. Stuart & Sons
217 Apple Street
Medford, Oregon

Gentlemen:

The State Highway Commission on September 14, 1937, awarded you the contract for the Diamond Lake Rock Production Project on West Diamond Lake and Crater Lake-North Secondary Highways, in Douglas and Jackson Counties. This award was based on your low bid of $19,850 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

AM

FORM 5-A-1 10M 10-36

Commissioners
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
SEP 13 1937
FOR FILING

Sept. 13th, 1937

NOTED

RECEIVED
SEP 14 1937
OREGON
STATE HIGHWAY COMMISSION

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. [illegible]

Dear Sir:

I am sending you herewith copy of a letter written by Mr. Bromley relative to the securing of special use permits from the U.S. Forestry Department in connection with the Diamond Lake Rock Production job.

In view of this, I believe it would be satisfactory to let the job tomorrow.

Very truly yours,

K. D. LYTLE
Division Engineer

cc. R. H. Baldock ✓

KDL:AF

FORM 9-A-1 6M 3-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
SEP 13 1937
FOR FILING

RECEIVED
1937
OREGON
STATE HIGHWAY COMMISSION

110-1

Sept. 10th, 1937

NOTED
State Highway Engineer

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

I am sending you herewith Division Engineer's Estimate Of Cost on the Diamond Lake Maintenance Project, which is to be let September 14th, 1937.

Very truly yours,

K. D. LYTLE
Division Engineer

cc. R. H. Baldock

KDL:AF

FORM 8-A-1 5M 8-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. E. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

SEP 11 1937
FOR

September 8, 1937

IN REPLY PLEASE
REFER TO FILE NO.

110-1202

Mr. E. G. Smith,
Construction Engineer
OFFICE

Dear Sir:

The State Highway Commission on September 1 authorized the Engineer to advertise for bids for stockpiling 10,000 cu. yds. of maintenance material for the West Diamond Lake Highway and Crater Lake North Highway at an estimated cost of $22,000. The material is to be used in connection with an 0-30 surfacing contract that is to be included in next year's program.

Yours very truly,

Secretary

HBG:MC

✓ cc - R. H. Baldock

NOTED

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

110-130

Aug. 23, 1937

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

I am sending herewith Statement of Material Sources and Stockpile Sites on the Diamond Lake Maintenance Project.

If this project is approved I will secure from the U.S. Forest Service the special use permits for the quarries and stockpile sites if you so desire.

I have not specified the exact location of the stockpile sites and the amount in each as that procedure virtually ties up the contractor to the quarries I select.

The quarry at M.P. 19.2 is better than the one at M.P. 8.2 and there is some chance that the contractor might elect to make one set up for the entire job.

Very truly yours,

K. D. LYTLE
Division Engineer

By

Raymond Walsh
Office Engineer

cc. R. H. Baldock

KDL:AF

FORM 2-A-1 5M 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
1937

Aug. 23, 1937

110-1202

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: J. N. BISHOP

Dear Sir:

I am sending herewith for your consideration, specifcations, estimate of cost and straight line diagram of a project that I have worked up covering the production of maintenance materials on the West Diamond Lake Highway and the Crater Lake-North Highway.

These roads have been oiled with a dust palliative treatment and while they are now in excellent shape, I believe they should be oiled with an O-30 specification and the rock should be produced this fall or early next summer. You will note that the inventory shown on the straight line diagram shows there are 2200 cubic yards of material on hand but all is 3/4"-0" materials and too dirty to use for oiling work other than patching the road.

It is now probably too late to advertize the job and get it completed this fall but it would be best to get it let in September or October so the contractor could get to work in the spring as soon as the snow is gone.

If Mr. Chandler wishes rock for the East Diamond Lake Road, this job and his might be tied together.

Very truly yours,

K. D. LYTLE
Division Engineer

cc. R. H. Baldock
cc. H. G. Smith

KDL:AF

CONTRACT# [redacted] 2008

12-1202 Forest Bdry.-Long Cr. Sec., 1937
Pendleton-John Day Hwy.

2008

#2008

RECEIVED
JAN 3 1938
FOR FILING

12-1202

January 3, 1938

United Pacific Insurance Company,
H. L. Ritchey, Agent,
827 Board of Trade Bldg.,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2008 for the construction of the Forest Boundary-Long Creek Section of the Pendleton-John Day Highway in Grant County, has been completed by the contractors, Rogers Construction Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after January 13, 1938.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $8,010.91, including the final payment. Of this amount $78.93 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dist. by J. McFarland.

#2008

RECEIVED
DEC 17 1937
FOR FILING

12-1203

December 16, 1937

United Pacific Insurance Company,
M. L. Ritchey, Agent,
627 Board of Trade Bldg.,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Rogers Construction Company on Contract No. 2008, for the construction of the Forest Boundary-Long Creek Section of the Pendleton-John Day Highway in Grant County. This payment will be made on or after December 27, 1937.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dist. by J. McFarland.

Form [illegible]

GON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

Final Report

For Week Ending December 4, 1937

Section Forest Boundary-Long Creek

Kind of work Crushed Rock Production

Highway Pendleton-John Day

Section prefix 12-1202

Contractor Roger's Const. Co

Contract number 2008

Date of contract Sept 14, 1937

Date of completion Dec. 15, 1937

Date work started Sept 20, 1937

Estimated date of completion Nov 27, 1937

Amount of contract $ 7 820.00

Per cent of time elapsed 79 %

Estimated cost of completed project, exclusive of engineering $ 7 820.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 513.53, %

Date project was completed Nov 27, 1937

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Remeasuring of piles was completed Monday, Nov 29 and the semi-final estimate was completed Friday, Dec 3, and forwarded to the Division Office Dec 4th.

RECEIVED DEC 6 - 1937

NOTED H. W. LIBBY

NOTED [illegible]

NOTED RAY WEBBER

Signed R.E. Molliner

Address Fossil, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities			5 200		
Estimated quantities moved or placed to date			7 010.9		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
OCT 18 1937
FOR FILING

12-1202

October 16, 1937

ROGERS CONSTRUCTION COMPANY
Box C-4
Dayton, Washington

Gentlemen:

We are sending you today by express one fully executed copy of contract No 2008, which was awarded you on September 14, 1937, for the furnishing of crushed rock in stock piles on the Forest Boundary-Long Creek Section of the Pendleton-John Day Highway, in Grant County.

This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MEL

RECEIVED
SEP 16 1937
FOR FILING

12-1282

September 15, 1937

Rogers Construction Company
Box B-4
Dayton, Washington

Gentlemen:

The State Highway Commission on September 14, 1937, awarded you the contract for furnishing crushed rock in stock piles on the Forest Boundary-Long Creek Section of the Pendleton-John Day Highway, in Grant County. This award was based on your low bid of $7,820 submitted on that date.

Contract forms will be sentto you for execution within the next few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

AM Secretary

FORM 3-H-1 1h 12-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

12-17

RECEIVED
JUL 12 1937
FOR FILING

RECEIVED
JUL 12 1937
OREGON
STATE HIGHWAY COMMISSION

IN REPLY PLEASE REFER TO FILE NO.

July 9, 1937

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I am enclosing herewith special provisions, estimate of cost and sketch map for the proposed Forest Boundary-Long Creek rock production project on the Pendleton-John Day Highway in Grant County. Under date of June 21, there was forwarded to your office sketch maps and descriptions of two stockpile sites to be purchased on the project.

There are no maintenance materials whatsoever available for the maintenance of oiled surfacing on this project and it is desirable to call for bids on a crushing project as soon as funds are available. There are certain sections of this project that will require reoiling in 1938, so that the contract should be let late this summer or early fall in order to insure sufficient materials in stockpile by next spring.

NOTED
State Highway Engineer

Very truly yours

W. C. Williams

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock ✓

CONTRACT#2009

FAS 253-B Bloucher Sec., Hood River 1937
Secon. Hwy.

2009

RECEIVED
NOV 14 1938
FOR FILING
fas 253-B

November 10, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are advised by our Signing Department that reflectorized cross-buck grade crossing signs are now in place at the grade crossing on the Eloucher Section of the Hood River Secondary Highway, Project FAS 253-B.

Reflectorized advance warning signs have been in place at this crossing for some time.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

#2009

RECEIVED
SEP 15 1938
FOR FILING
File 253-B

September 14, 1938

Shell Oil Company,
1220 S. W. Morrison St.,
Portland, Oregon.

Attention: Frank J. Burmer.

Gentlemen:

In response to your inquiry of recent date you are advised that the Fisher Bros., Contract No. 2009, Bloucher Section in Hood River County, was completed June 22, 1938, and was accepted June 30, 1938.

Final payment has been made to the contractors.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#2009

SHELL OIL COMPANY
1220 S.W. MORRISON STREET
PORTLAND, OREGON
TELEPHONE ATWATER 7321

August 19, 1938

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. Glaisyer

Gentlemen:

Re: Fisher Bros., Contractor
Ore. State Contract #2009

It is our understanding that this job has been completed. Will you please, therefore, furnish us with the dates of completion and acceptance.

A stamped and addressed envelope is enclosed for your convenience.

Very truly yours,

SHELL OIL COMPANY

RER:RS

FRANK J. HURNER
Division Credit Manager

RECEIVED
AUG 18 1938
FOR FILING

RECEIVED
17 1938
STATE [illegible] COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 8.

IN YOUR REPLY PLEASE
REFER TO FILE NO. 7a-2
253-13

August 13, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FAS 253-B, Bloucher section, Hood River highway, was made by a representative of this office on July 30, 1938. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

RECEIVED
AUG 9 1938
FOR FILING

7a 253-13

August 8, 1938

Aetna Casualty & Surety Company,
Bates, Lively & Pearson, Agents,
Yeon Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2009 for the construction of the Bloucher Section of the Hood River Secondary Highway in Hood River County, has been completed by the contractors, Fisher Brothers, and that final settlement will be made by the State with said contractors for work done under said contract on or after August 18, 1938.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $25,026.08, including the final payment. Of this amount $198.99 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

Commissioners
HENRY F. CABELL, CHA[illegible]
E. B. ALDRICH, PENDLETON
F. J. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
JUL 28 1938
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
JUL 27 1938
STATE HIGHWAY COMMISSION

Fad 253-G

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

July 26th
1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Attention: Mr. H. G. Smith

Dear Sir:

Replying to your communication of July 15th re: all overruns and underruns on the Blocher Section, Fisher Brothers' Contract #2009, which was not submitted with the final records.

In checking over the final estimate it was found that the only items exceeding the 10% allowance were filler; filler haul and sprinkling.

We submit herewith Resident Engineer Peck's letter of explanation pertaining to these items.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f

cc-Mr. J. E. Peck

RECEIVED
JUL 22 1938
FOR FILING

7a-X 253-B

#2009

July 21, 1938

Aetna Casualty & Surety Company,
Bates, Lively & Pearson, Agents,
Yeon Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Fisher Bros., on Contract No. 2009 for the construction of the Bloucher Section of the Hood River Secondary Highway in Hood River County. This payment will be made on or after July 30, 1938.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED
JUL 25 1938
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

(Stencil #28)

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon FAS 253-B
Bloucher section
Hood River highway

FAS 253-B

July 20, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
T. M. Davis
Highway Engineer

Iron

A4pr-34507

Form P. R. 2

State Oregon

Federal Aid Secondary Project No. FAS [illegible]-B

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

Form P. R. 2

PROJECT AGREEMENT

Memorandum of Agreement made this 7th day of April, 1938

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; **particularly Section 7 of the Act approved June 16, 1936, 49 Stat. 1521 (Public No. 686, 74th Congress):**

Whereas the Highway Department of said State submitted on the 20th day of July, 1937, a project statement, which was approved by the Secretary on the 21st day of July, 1937, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section 2 of said project which were recommended for approval by the United States District Engineer on the 27th day of July, 1937; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of ten thousand, six hundred sixty and 00/100 dollars ($10,660.00) as the share of the United States payable under said act on account of Section 2 of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 240, laws 1931. (include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 132+50 in the NW 1/4, Sec. 29, T. 2 N., R. 10 E., W. M., and survey station 217+00 in the NW 1/4, Sec. 21, T. 2 N., R. 10 E., W. M.

, length 1.600 miles, in Hood River County, being Section 3 of Oregon Fed. Aid Secondary project No. FAS 253, consisting of 1.600 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span. ~~of a mile in length~~

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

8—5518

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section 2 of said project shall not in any event exceed the sum of ten thousand, six hundred sixty and 00/100 dollars ($10,660.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of seventeen thousand, four hundred sixty-nine and 00/100 dollars ($17,469.00), the approved total estimated cost of Section 2 of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20-foot clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, laws 1927; Chap. 268, laws 1931 (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 118

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 12th day of July, 1938

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell

Chairman, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By F. L. TouVelle

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

SECRETARY OF AGRICULTURE,

By

Acting Chief, Bureau of Public Roads.

FA Sec.

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(*Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.*)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Secondary Project No. FAS 253-B State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 17,460.00 as the total estimated cost of said project, and the sum of $ 10,660.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 12th day of July one thousand nine hundred and thirty-eight

SECRETARY OF AGRICULTURE,

By
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 8—4839

Form [illegible]—[illegible]—10-37

FAS 253-B

EGON STATE HIGHWAY COMMISSIO

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 2, 1938

Section Bloucher

Kind of work Surfacing-Oiling

Highway Hood River Secondary

Section prefix 114-1004

Contractor Fisher Bros

Contract number 2009

Date of contract Sept 14, 1937

Date of completion June 30, 1938

Date work started Oct 12, 1937

Estimated date of completion , 193

Amount of contract $ 21881.00

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 21881.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 1480.00 , %

Date project was completed June 22, 1938

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

This project was finished on June 22ond and final estimate will be sent in just as soon as price agreement covering asphalt left is signed by Fisher Bros.

This is the final report on thie job.

NOTED
H. G. SMITH

JUL 1938

Signed

Address

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	Cloudy		
Thursday	"		
Friday	"		
Saturday	"		

FORM 8-A-1 8M 1-33
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. E. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

April 27th
1936

FC 1253-D

Mr. J. E. Peck
Resident Engineer
State Highway Department
The Dalles, Oregon

Dear Sir:

This is to advise that the subcontract between Fisher Brothers and Babler Brothers for the oiling on the Bloucher section, Hood River Secondary Highway, Contract #2009, has been approved by both the Division Engineer and the Salem Office and you may so advise the above parties.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

NOTED

RMS:f

cc-Mr. R. H. Baldock
Mr. H. G. Smith

FORM 9-A-1 2M 1-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

7a 253-4

April 20th
1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

Babler Brothers, contractors, request permission to subcontract the oiling work on the Bloucher section, Hood River Secondary Highway, Fisher Brothers' Contract #2009. We submit herewith two copies of the proposed subcontract signed by both parties to the agreement.

According to the enclosed subcontract Babler Brothers

are taking over the preparation of the Base at		$ 320.
the application of mineral aggregate	"	1650.
the application of the #3 road oil	"	1365.
RC-3 cutback in place	"	740.
Total		4075.

You will note that this is 18.6% of the contract amount, the total allowance being 20%.

It is the recommendation of this office that this subcontract be approved.

Very truly yours,

NOTED
State Highway Engineer

WM. E. CHANDLER
DIVISION ENGINEER

[illegible]:f
Encls.
cc-Mr. R. H. Baldock ✓
Mr. J. E. Peck

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APR 5 1938
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

253-B

RECEIVED
APR 2 - 1938
OREGON
STATE HIGHWAY COMMISSION

April 1, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office, for Oregon FAS 253-B, the Bloucher section of the Hood River Highway.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Approval is given with the understanding that appropriate safety devices shall be installed concurrently with the highway improvement for the protection of traffic at the railroad grade crossing at station 135+45. As required by General Administrative Memorandum No. 7, these devices should be in operation upon completion of the project.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Highway Engineer

Encls.

RECEIVED
MAR 17 19
FOR FILING

Fas 253-B

March 17, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We refer to your letter of March 15th, concerning changes made in the special provisions for the surfacing and oiling of the Bloucher Section of the Hood River Secondary Highway (Project FAS 253-B).

The changes mentioned in your letter were made prior to the opening of bids and all contractors were duly notified. Through some oversight, however, our office failed to provide you with copies of either the notice to the bidders or the revised special provision sheets. Copies of both are being sent to you herewith.

We are sorry that this oversight occurred, as we are endeavoring to keep you informed of all changes in specifications made subsequent to the forwarding of the P. S. & E. documents.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

March 15, 1938

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to the contract on Oregon FAS 253-B, Bloucher Section of the Hood River Secondary Highway.

We note that on sheet No. 2 of the special provisions in the contract the wording is not the same as in the special provisions submitted with the P.S.& E. papers, particularly as follows: In the contract specifications on sheet No. 2 under "Kind, Quality and Source of Materials", the abrasion has been changed from 5% in the proposal to 7% in the contract. Also the description of the source of materials has been changed under No. 1, rock quarry being specified instead of rock talus as covered in the proposal.

Changes made in 2nd proposal 9/9/37 [illegible]
+ quarry [illegible]

On sheet No. 6 we received revised 8/26/37 proposal sheets. However, the second paragraph under "Kind and Quality of Aggregates" has been changed and does not now read the same as the revised (5/26/37) proposal sheet.

2nd proposal [illegible]

When such changes are made, we would appreciate being notified and revised proposal sheets forwarded us. We are at a loss to understand why it is necessary to make these changes in the contract apparently after the opening of bids. May we hear from you in regard to this matter?

2nd proposal as revised made up 9/9/37
Bids read [illegible]

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

5/26/37 – Binder source [illegible]
9/9/37 – Abrasion + Quarry changed

3rd [illegible] [illegible]

FORM 5-A-1 10M 11-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

March 15th, 1938

IN REPLY PLEASE
REFER TO FILE NO.

FAS 25

Mr. W. E. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

Dear Sir:

Reference is made to your Price Agreement for additional rock on the Bloucher Section of the Hood River Secondary Highway.

A review of the Fisher Brothers' contract shows that 3,000 cubic yards is being piled at Mile Post 12.8, which I understood you contemplated using on the Mt. Hood Loop Highway. As I recently advised you, the budget for maintenance material to be used this year was increased to $450,000 and cannot be further increased to any extent whatsoever.

There are some few thousand dollars left in this budget, but it is always desirable to let maintenance material contracts in connection with existing crushing jobs such as you will put on from Beatty to Bly Mt., and for that reason a considerable reserve must be saved and cannot be used up indiscriminately in increasing the existing contracts.

It seems to me that you must have some material being stockpiled at Mile Post 12.8 that you contemplated using for reoiling on the Mr. Hood Loop Highway, as we inspected this highway during a preliminary study of the project. Will you kindly report further on this.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

FORM 5-44 5M 1-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

March 10th
1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

Resident Engineer Peck advises that no work has been performed on Contract #2009, Bloucher section, Hood River Secondary Highway, for the past month. Therefore, no estimate will be submitted.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f

cc-Mr. R. H. Baldock✓
Mr. J. E. Peck

FORM 3-A-4 5M 1-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISTER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

253-8

March 8th
1938

NOTED

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. J. N. Bishop

Dear Sir:

We are enclosing six copies of Price Agreement covering purchase of extra material from Fisher Brothers, contractors on the Bloucher Section of the Hood River Secondary Highway, under Contract #2009.

This order calls for the purchase of 1,000 cubic yards of crushed rock delivered in stockpiles at $1.75 per cubic yard. Under the circumstances, this price seems very reasonable as the following comparison will show:

Haul on Contract = 1.5 miles per yard
Haul on Price Agreement = 7.6 miles per yard
Figured on basis of 10¢ which includes stockpiling
Bid price @ $1.50 minus 15¢ leaves $1.35 in bunkers
Price Agreement @ $1.75 minus 75¢ leaves $1.00 in bunkers

The material is badly needed in this section for the coming season, as the present supply is exhausted. This material will be piled at Odell Junction, Mile Post 97.6 and at Parkdale , Mile Post 88.5. All above sites are satisfactory. We need this material badly now. This is outside of the Hood River Rock Production project. We are preparing a rock production project with the quarry at Parkdale, but it cannot be put on until next year. This 1,000 yards is for needed oil patching and for this year's oiling.

This is being handled by price agreement on construction project. I am sending it to you for Mr. Smith will want your Approval.

For your information, the 200 yards we recently obtained to apply directly to the soft places near Parkdale produced excellent results and there will be no bad breakup there this year.

The price they are making is lower than the price we got on their contract.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

WEC:f
Encl.
cc Mr. R. H. Baldock ✓

RECEIVED
NOV 12 1937
FCB
253-B

November 10, 1937

[redacted]
Route No. 3
Oregon City, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2009 which was awarded to you by the State Highway Commission on September 14, 1937, for the surfacing and oiling of the Bloucher Section of the Hood River Secondary Highway, in Hood River County.

This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

RECEIVED
OCT 13 1937
FOR FILING
253-B

October 4, 1937

Fisher Bros.
Route 3
Oregon City, Oregon

Gentlemen:

I am returning to you today by express four copies of the contract awarded to you by the Highway Commission on September 14, 1937, for surfacing and oiling of the Bloucher Section of the Hood River Secondary Highway in Hood River County.

Inspection reveals that the contracts have been signed by only one member of your partnership whereas they should have been signed by all four members. Will you therefore please have them so signed and return all four copies to this office for further execution by the Highway Commission. All four names should appear on the contract agreement, page 125, and the bond, page 127. When the contracts have been fully executed and approved by the Attorney General one copy will be returned to you for your records and files and one copy will be sent to the surety on your bond.

Very truly yours,

HBG:AM

Secretary

REFERRED TO
McFarland
BY SECRETARY

RECEIVED [illegible]
FOR FILING

RECEIVED
SEP 16 1937
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE REFER TO FILE No. FaS 253-B

September 14, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Secondary project FAS 253-B, the Bloucher section of the Hood River Secondary Highway, to Fisher Bros., Oregon City, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

FORM 2-3-1 2M 6-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED SEP 1 1937

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

September 13,
1937

IN REPLY PLEASE REFER TO FILE NO.

253-13

Mr. R. H. Baldock ✓
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Attention: Mr. H. G. Smith

Dear Sir:

Pursuant to your letter of instructions under date of November 6, 1936, we are submitting herewith for comparison of bids, the following estimate on the Hood River Highway, Hood River County, Bloucher section, 1.6 miles of surfacing and oiling:

Item No.	Item			Unit Price	Amount
1	4½" - 2" Rock in Base	3,500 c. y.	@	$1.75	6,125.00
2	3/4" Rock in Base & Shoulders	2,400 C. y.	@	2.05	4,920.00
3	Filler	50 c. y.	@	0.75	37.50
4	Hauling Filler	50 yd. mi.	@	0.20	10.00
5	Sprinkling	160 M-Gals	@	2.00	320.00
6	Preparation of Base	1.60 Miles	@	250.00	400.00
7	Mineral Aggregate in Place	1,100 c. y.	@	2.75	3,025.00
8	No. 3 Road Oil in Place	78 tons	@	30.00	2,340.00
9	Cutback Asphalt in Place	20 tons	@	30.00	600.00
10.	3/4" - ½" Crushed Rock in Stockpile	1,000 c. y.	@	1.90	1,900.00
11	½" - ¼" Crushed Rock in Stockpile	2,000 c. y.	@	2.00	4,000.00
12	¼" - 0" Crushed Rock in Stockpile	1,000 c. y.	@	1.75	1,750.00

Total Amount of Estimate $25,427.50

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RECEIVED SEP 1 1937

RMS:f

RECEIVED
FEB 2 3 1938
FOR FILING
FAS
253-B

August 28, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed five copies of revised special provision page number 6 for the Bloucher Section, Project No. FAS 253-B.

One copy of the original page is, likewise, being enclosed which shows the change made in the revised page.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

RECEIVED
FEB 2 [illegible]
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE 4a.5
REFER TO FILE No. 253-B

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
AUG 30 1937
STATE HIGHWAY COMMISSION

August 28, 1937.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Revised P.S.& E. documents for Oregon F.A.S. Project No. 253-B, the Bloucher Section of the Hood River Secondary Highway, are today being recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

Prompt submission of the bid tabulation and agreement estimate will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By

F. E. Andrews
Sr. Hwy. Engineer

RECEIVED
FEB 26 1938
FOR FILING

FAS
253-B

August 25, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of revised estimate to accompany plans and specifications for the Bleucher Section, Project No. F. A. S. 253-B.

Five bid proposals and five blueprint copies of the quantity summary sheet are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 253-B

BLOUCHER SECTION OF THE
HOOD RIVER HIGHWAY IN HOOD RIVER COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreements.)

Salem, Oregon, August 25, 1937

Roadway

3,500	cu. yds.	4½" - 2" Rock in Base	$ 1.70	$ 5,950.00
2,400	cu. yds.	¾" Rock in Shoulders	2.00	4,800.00
50	cu. yds.	Filler	0.50	25.00
50	yd. mi.	Hauling Filler	0.20	10.00
160	M-Gal.	Sprinkling	2.00	320.00
1.60	miles	Preparation of Base	250.00	400.00
1,100	cu. yds.	Mineral Aggregate in Place	2.80	3,080.00
78	tons	No. 3 Road Oil in Place	30.00	2,340.00
50	tons	Cutback Asphalt in Place	30.00	1,500.00
		Subtotal		$18,425
		10% Engr. & Cont.		1,842
		Total		$20,267

20

Length 1.600 miles
Cost per mile $ 12,666

FAS Funds Requested- $12,370
State Funds- 7,897

$20,267

FORM 5-3-1 4500 4-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

RECEIVED
AUG 12 1937
FOR FILING

IN REPLY PLEASE REFER TO FILE NO.
RECEIVED
AUG 10 - 1937
OREGON
STATE HIGHWAY COMMISSION

August 7th
1937

Mr. R. H. Baldock ✓
State Highway Engineer,
Salem, Oregon.

Attention: ~~Mr. H. G. Smith~~

Dear Sir:

Pursuant to your letter of instruction under date of November 6, 1936, we are submitting herewith for comparison of bids, the following estimate on the Hood River highway, Hood River County, Bloucher section, 1.6 miles of surfacing and oiling:

Item No.	Item			Unit Price	Amount
1.	4½ " - 2" Rock in Base	3,500	cu.yds.	$ 1.20	$ 4,200.00
2.	3/4" Rock in Base and Shoulders	1,900	cu. yds.	1.40	2,660.00
3.	Filler	50	" "	.75	37.50
4.	Hauling Filler	50	yd. mi.	.20	10.00
5.	Sprinkling	160	M-Gals.	1.75	280.00
6.	Preparation of Base	1.60	miles	250.00	400.00
7.	Mineral Aggregate in place	1,350	cu.yds	2.50	3,375.00
8.	No. 3 Road Oil in Place	78	tons	28.00	2,184.00
9.	Cutback Asphalt in Place	50	tons	28.00	1,400.00
10.	3/4" - ½" Crushed Rock in Stockpile	1,000	cu. yds.	1.90	1,900.00
11.	½" -¼" Crushed Rock in Stockpile	2,000	cu. yds.	2.00	4,000.00
12.	¼" - 0" Crushed Rock in Stockpile	1,000	cu. yds	1.75	1,750.00

Total Amount 22,136.50

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

NOTED
State Highway Engineer

RMS:m

FOR FILING
FaS 253-B

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.__________

POST OFFICE BUILDING
PORTLAND, OREGON

July 27, 1937.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P.S.& E. papers for Oregon F.A.S. 253-B, the Bloucher Section of the Hood River Secondary Highway, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

Prompt submission of the bid tabulation and agreement estimate will be appreciated.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

RECEIVED
[illegible] 1937
STATE HIGHWAY COMMISSION

RECEIVED
FEB 2 8 1938
FOR FILING

FAS
253-B

July 24, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Bleucher Section, Project No. FAS 253-B.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 253-B

BLOUCHER SECTION OF THE

HOOD RIVER HIGHWAY IN HOOD RIVER COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, July 24, 1937

Roadway

3,500	cu. yds.	4½" - 2" Rock in Base	$ 1.10	$ 3,850.00
1,900	cu. yds.	2" Rock in Shoulders	1.30	2,470.00
50	cu. yds.	Filler	0.50	25.00
50	yd. mi.	Hauling Filler	0.20	10.00
160	M-Gal.	Sprinkling	1.75	280.00
1.60	miles	Preparation of Base	250.00	400.00
1,350	cu. yds.	Mineral Aggregate in Place	2.50	3,375.00
78	tons	No. 3 Road Oil in Place	26.00	2,028.00
50	tons	Cutback Asphalt in Place	27.50	1,375.00
			Subtotal	$13,813
			10% Engr. & Cont.	1,381
			Total	$15,194

Length 1.600 miles
Cost per mile $ 9,496

FAS Funds Requested - $ 15,194

RECEIVED
JUL [illegible] 1937

2538

July 22, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are submitting herewith for your preliminary examination one sheet of the plans for the Bloucher Section of the Hood River Secondary Highway, the Bloucher Section being the section which is referred to in the Feeder Road Program as the Jericho Lane-Odell Junction Section.

At about Station 179, there is a rather sharp vertical curve, and the first thought is that some grading should be done at that point before the surfacing is applied. Investigation in the field reveals, however, that because of the horizontal curve at the same point, and because of the road being on a sidehill, the short vertical curve does not interfere with the sight distance. The line of sight is across the inside of the curve, and as the ground falls away on that side, the sight distance is adequate for a road of this class. The grade line looks bad on the plans, but on the ground is not objectionable.

No grading work is required at any other point on the project, which fact makes it desirable to avoid grading here. Also, a road leading to Odell takes off at this point and would have to be regraded and surfaced for a distance of about 400 feet if the grade on the main road is changed. The field engineer has estimated that to lower the grade three feet at the center of the vertical curve would require 1200 yards of excavation.

Please give this situation your consideration and let us know whether or not you will approve the grade line at this point as it is now laid. We would like to have your decision before noon on Friday, if possible, to avoid delay in the completing and submitting of plans and specifications.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:EB
Encl.

CONTRACT# [redacted] 2010

26-1027 Gresham, Bulkhead along Mt. Hood
Highway 1937

3010

#2010

FORM 2-84 3M 12-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

FOR FILING

26-1027

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

February 10, 1938

Mr. H. B. Glaisyer
Secretary
Office

Dear Sir:

For your information Frank Watt Construction Company completed work on Contract 2010 (Gresham Bulkhead) on January 31, 1938. Will you please secure authority from the Commission to pay the final estimate on this job.

The job was completed on the specified completion date and no time extension is necessary.

Very truly yours,

G. S. Paxson
Bridge Engineer

By W A Reeves
W. A. Reeves
Office Engineer

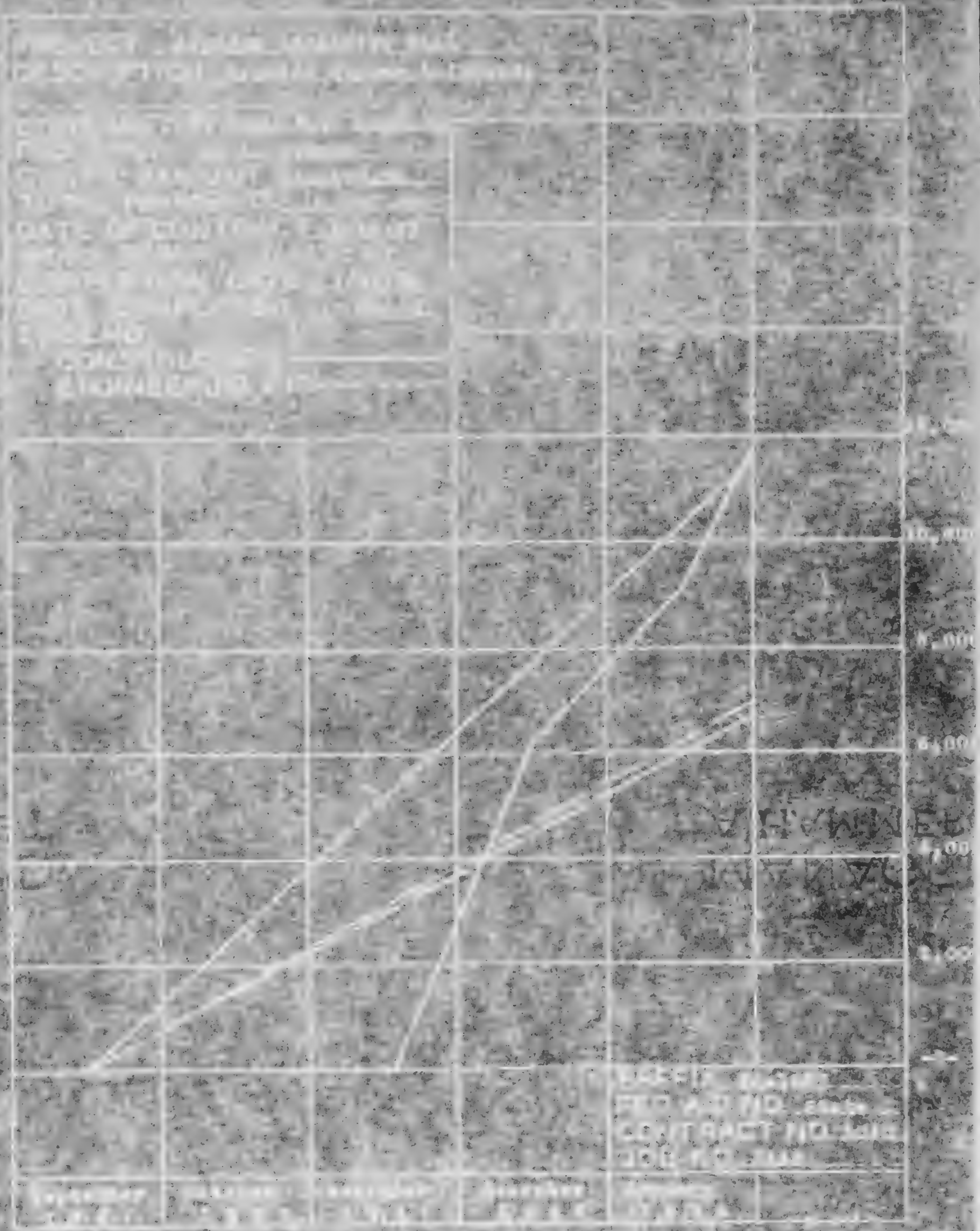
CAG DK

OFFICE COPY

APPROVED BY HIGHWAY COMMISSION
DATE 2/19/38
H B Glaisyer
Secretary

REFERRED TO
SECRETARY

CONSTRUCTION PROGRESS CHART



#2010

RECEIVED
FEB 23 1938
FOR FILING

[illegible]

February 23, 1938

Aetna Casualty & Surety Company,
Bates, Lively & Pearson, Agents,
Yeon Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2010 for the construction of a timber bulkhead and crib in Gresham on the Mt. Hood Highway in Multnomah County, has been completed by the contractors, Frank Watt Construction Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after March 5, 1938.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $11,605.38, including the final payment. Of this amount $505.17 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

6

26-1027

Dec. 27, 1937

Mr. G. S. Paxson
Bridge Engineer
Oregon State Highway Dep't.
Salem, Oregon.

Dear Sir:

Herewith six copies of Extra Work Order No. 1 for removing log at Gresham Bulkhead. Also three copies of bill, payroll and pile-driver rental bill which should be attached to the next estimate, due Jan 15th.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC/WMD
cc R.H.Baldock

FORM 9-8-1 1M 11-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

RECEIVED
DEC 27 1937

26-1027

605 Weatherly Bldg.
December 23, 1937

Mr. R. H. Baldock
State Highway Department
Salem, Oregon

Attention: G. S. Paxson

Dear Sir:

Herewith Order for Extra Work on the Gresham Blukhead prepared by Mr. L. L. Jensen. I should like to have Mr. Stephenson's recommendation and your suggestion before approving.

The contractor bases his claim on the grounds that he did not anticipate finding a log under the ground and that it involved extra work not covered by the contract. My only hesitancy about signing this is that when the Mt. States Construction Co. were looking at this job, Mr. Lindsay's superintendent, Mr. Hamilton, asked me if there would be extra pay should they strike stumps or trees under the old fill, and I told him it was my opinion that would be part of the contractor's problem, which would not entitle him to extra pay.

Mr. Jensen recommends payment for this extra work and the work done so far by this contractor is entirely saitsfactory, both at Gresham and at our Maintenance Shed in Portland. Please advise at your early convenience.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock ✓

FORM 401 P. 4-36 10M

#2010

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FOR FILING
26

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

RECEIVED
V 20 1937
OREGON
STATE HIGHWAY COMMISSION

6TH FLOOR YEON BUILDING
Portland, Oregon

ATWATER 9521

November 19, 1937

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

RE: FRANK WATT CONSTRUCTION CO.
2020 N. E. 58th Avenue,
Portland, Oregon.

We attach herewith one of our regular contractor questionnaires, which you will note is only partially completed.

We will appreciate your kindly supplying the necessary information to complete the attached form and also verifying the correctness of that information already shown thereon.

Thanking you very kindly for your courtesy, we are

Yours very truly,

UNION OIL COMPANY OF CALIFORNIA

D E Nichols
District Credit Supervisor

IET:B
Encl

CROSS REFERENCE SHEET

FORM 5-E-1 4M 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

PORTLAND

26-1027

November 10, 1937

Mr. E. A. Collier
Division Engineer
605 Weatherly Building
Portland, Oregon

NOTED
State Highway Engineer

Dear Sir:

I would approve the request of Mayor R. K. Akin of Gresham that construction be postponed on the retaining wall until after Christmas provided that the contractor will agree to do this without any additional cost to the State Highway Commission. If, however, it means an additional payment to the contractor, I do not believe we should do so. The matter was thoroughly talked over with the city officials of Gresham and they were advised as to the schedule of construction and if a delay until after Christmas was important to themit should have been brought out at that time. I would suggest that you contact the contractor and see if he is agreeable to this postponement.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP DK
cc R. H. Baldock
L. L. Jensen
M. Stephenson

26-1027

CROSS REFERENCE SHEET

Name or Subject **File No.**

Regarding **Date** October 16, 1937

AETNA CASUALTY & SURETY COMPANY
Bates, Lively & Pearson, Agents
Yeon Building, Portland, Oregon.

Gentlemen:

We are sending you today by express, for your records and files, a fully executed copy of each of the following contracts, you being the surety on the bonds furnished by the contractors:

Contract No. 2005, awarded to Berke Bros., Inc., on September 10, 1937, for the clearing of the Arch Cape-Beach Creek Section of the Oregon Coast Highway, in Clatsop and Tillamook Counties;

Contract No. 2010, awarded to Frank Watt Construction Company on September 14, 1937, for the construction of a treated timber bulkhead on the Mt. Hood Loop Highway, near Gresham, in Multnomah County;

SEE

Contract No. 2011, awarded to Frank Watt Construction Company on September 14, 1937, for the construction of a frame maintenance building near Portland, in Clackamas County.

Name or Subject **File No.**

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

MBL

File cross reference form under name or subject at top of the sheet and by the latest date of papers. Describe matter for identification purposes. The papers, themselves should be filed under name or subject after "SEE."

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24-1927

September 20, 1937

Frank Watt Construction Company
308 Couch Building
Portland, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2010 which was awarded to you on September 14, 1937, by the State Highway Commission covering the construction of a bulkhead near Gresham on the Mt. Hood Loop Highway in Multnomah County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the provision under Section 5 of the General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to page 25 of the mimeographed Special Provisions, relating to the payment by the contractor of amounts due hospital associations, et cetera.

You are also requested to notify the National Reemployment Service at once of the approximate date work will begin, and the number and classification of laborers needed for such work.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

AM

RECEIVED
SEP 16 1937
FOR FILING

26-1027

September 15, 1937

Frank Watt Construction Company
308 Couch Building
Portland, Oregon

Gentlemen:

The State Highway Commission on September 14, 1937, awarded you the contract for the construction of approximately 234 lineal feet of treated timber bulkhead along the Mount Hood Highway in the town of Gresham, in Multnomah County. This award was based on your bid of $11,577 using preservative oil treatment submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

AM

RECEIVED
AUG 19 1937
FOR FILING

26-1027

August 18, 1937

BEN MOORE COMPANY
700 Yeon Building
Portland, Oregon

Attention B. H. Moore

Gentlemen:

This will acknowledge receipt of your letter of August 16 relative to the condition of the sidewalk in front of the Brown Building in the city of Gresham, being located on Powell Boulevard. I am glad to be able to advise you that plans are being prepared for either a retaining wall or a concrete curb. The work will be contracted in either September or October.

Very truly yours,

State Highway Engineer

RHB:ML

BEN MOORE COMPANY
INSURANCE - REAL ESTATE
MORTGAGE LOANS AND INVESTMENTS
700 YEON BUILDING
PORTLAND, OREGON

PHONE ATWATER 7271

B. H. MOORE, PRESIDENT

RECEIVED
1937
STATE HIGHWAY COMMISSION

August 16, 1937

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

The city council at Gresham instructed the recorder to write this office a letter relative to the condition of the sidewalk in front of the Brown Building in that city, being located on Powell Boulevard.

We have received the impression from time to time that the highway commission was anticipating building a new retaining wall along that street, due to the fact that the piling that was put in some ten years ago is giving way. If it is true that the State is anticipating doing any work on this street in the near future, we would like very much to know because it will be necessary to repair the sidewalk in the very near future if the State doesn't start their repair work this fall.

Will you kindly let us know if the information we have received is correct.

Very truly yours,

BEN MOORE COMPANY

B.H. Moore.

B. H. Moore

BHM:MB

RECEIVED
AUG 16 1937
FOR FILING

26-1027

August 14, 1937

Mr. Geo. W. Page
City Recorder
Gresham, Oregon

Dear Sir:

Acknowledging receipt of your communication of August 5, relative to the condition of the sidewalk through the city of Gresham, advise that plans are being prepared for either a retaining wall or a concrete curb. The work will be contracted in either September or October.

Very truly yours,

State Highway Engineer

RHB:HI

OFFICERS

R. K. AKIN, MAYOR
L. L. KIDDER, TREASURER
C. G. SCHNEIDER, CITY ATTORNEY

GEO. W. PAGE, RECORDER

CITY OF GRESHAM

MULTNOMAH COUNTY

◆

GRESHAM, OREGON

COUNCILMEN

W. R. HICKS
F. A. HAMLIN
W. C. CARROLL
H. W. ALLEN
THEO. VAN DONINCK
C. A. MCROBERY

H15

August 5, 1937.

RECEIVED
AUG 6 - 1937
OREGON
STATE HIGHWAY COMMISSION

Oregon State Highway Commission
Salem, Oregon.

Gentlemen:

The city council in session last evening received a complaint in regard to the condition of the plank walk on the south side of east Powell Boulevard between Main and N.E. Roberts. During the past week a minor accident happened onthis walk and in the present time it is in very poor condition.

We understand that the highway department is contemplating putting in a new retaining wall so as to protect this fill and their street. Rather than increase the cost to the owners of the Brown building and other property owners in this section, we felt that it would be best to find out how soon you would commence operations on this work. Unless this construction will start very soon we will be forced to have these property owners repair this sidewalk. Please advise how soon you will start this construction.

Thanking you, I remain

Very truly yours

Geo. W. Page

City Recorder.

GP/k

REFERRED TO
[illegible]
By State Highway Engineer

Please prepare a reply for me

RECEIVED
AUG 1 2 1937
OFFICE OF
MAINTENANCE ENGINEER

CONTRACT# [redacted] 2011

3-2005 Storage Bldg. near Portland,
Pacific Hwy. East 1937

#.2011

#2011

RECEIVED
DEC 11 1937
FOR FILING
3-2005

December 11, 1937

Aetna Casualty & Surety Company,
Bates, Lively & Pearson, Agents,
Yeon Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2011 for the construction of a frame maintenance storage building in Clackamas County, has been completed by the contractors, Frank Watt Construction Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after December 21, 1937.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $7,029.04, including the final payment.

Very truly yours,

[redacted]

By

Secretary.

Dict. by J. McFarland.

#2011

FORM 2-E-1 4M 8-37
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
JAN 14 1938
FOR FILING
3-2005

December 10, 1937

Mr. H. B. Glaisyer
Secretary
Office

Dear Sir:

For your information Frank Watt Construction Company completed their work on Contract No. 2011, Maintenance shed near Portland, Clackamas County, on November 30, 1937. Will you please secure authorization from the Commission to pay the final estimate. No extension of time was necessary on this job as it was completed within the specified time.

Very truly yours,

G. S. Paxson
Bridge Engineer

By W A Reeves
W. A. Reeves
Office Engineer

CAG DK

APPROVED BY HIGHWAY COMMISSION
DATE December 21, 1937
H B Glaisyer
Secretary

FORM 5-8-1 1M 11-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON
803 Weatherly Bldg.

RECEIVED
DEC 8 1937
FOR FILING
3-2005

RECEIVED
-8 - 1937
OREGON
STATE HIGHWAY COMMISSION

Dec. 7, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: W. A. Reeves

Dear Sir:

Herewith approved copies in duplicate of the construction Monthly Estimate and of the Quantity Summary Sheet for the Portland maintenance building, Contract 2011, which was finished by the Frank Watt Construction Company on November 30th.

This contractor completed a good job for us on contract time.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
Encl.

NOTE

FORM BR-1 4M 2-37
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

October 30, 1937

Mr. Oscar Cutler
Assistant Office Engineer
Office

Dear Sir:

Herewith an estimate of the cost of materials entering into the construction of the division headquarters between Milwaukie and Portland in Clackamas County. This material list contemplates the construction of the main office building, a car storage building just back of the main office building, the installation of gas pump and a shelter for the pump, and the fencing, landscaping, drainage, sewer, and water facilities as shown on the accompanying layout sketch.

We have available a perspective, a floor plan, and a front and side elevation of the new office building, a map showing the location of the two buildings, the sprinkling system, fence, drainage, etc., and an elevation of the car storage building. We also have a small scale map which shows the location of the property with reference to the super highway and the south limits of the City of Portland. I do not know how many of these sketches and plans you would think advisable to submit with the 301 form, but would ask that you look them over and select those which you wish.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP DK
Enclosure
cc S. H. Probert
R. H. Baldock

Material Costs of Portland Division Office Buildings, Landscaping, Drainage, etc.

Office Building less concrete:

Building stone	300 cu.yds. at	$1.00	$ 300.00
Framing lumber	45 MBM at	26.00	1,170.00
Shiplap	21 MBM at	26.00	546.00
Shingle lath	10 MBM at	26.00	260.00
Finish floor #2 Fir	8 MBM at	28.00	224.00
"V" Ceiling	2 MBM at	37.00	74.00
Mill work	Lump sum		1,000.00
Cedar Shingles	150 Sqs. at	4.00	600.00
Lath (Grip)	1610 sq.yds. at	0.17	273.70
Plaster	1800 sq.yds. at	0.12	216.00
Acoustic tile (ceilings)	4500 sq.ft. at	0.06	270.00
Linoleum	650 sq.yds. at	2.10	1,365.00
Venetian Blinds	44 at	2.90	127.60
Floor tile	256 sq.ft. at	1.25	320.00
Paint	160 gals. at	3.00	480.00
Gutters and downspouts	515 lin.ft. at	0.14	72.10
Hardware	Lump sum		500.00
Structural Steel	10,000 lbs. at	0.05	500.00
Lighting Fixtures	Lump sum		700.00
Wiring	Lump sum		250.00
Plumbing	Lump sum		300.00
Vault doors	2 at	100.00	200.00
Building paper	Lump sum		60.00
Flue	34 lin.ft. at	3.50	119.00
Miscellaneous material	Lump sum		300.00

Car Storage Building less concrete

Framing lumber	17 MBM at	$26.00	442.00
Shiplap	2 MBM at	26.00	52.00
Shingle lath	8 MBM at	26.00	208.00
Cedar siding	2 MBM at	65.00	130.00
"B" Grade V Ceiling	1 MBM at	42.00	42.00
"D" Grade V Ceiling	6 MBM at	25.00	150.00
Cedar Shingles	80 Sqs.at	4.00	320.00
Paint	165 Gals. at	3.00	495.00
Gutters and downspouts	380 lin.ft. at	0.14	53.20
Hardware	Lump sum		400.00
Mill Work	Lump sum		625.00
Lighting fixtures	Lump sum		100.00
Wiring	Lump sum		185.00

Landscaping, Drainage and Miscellaneous costs including concrete

Gravel	300 cu.yds. at	$1.70	510.00
Sand	300 cu.yds. at	1.70	510.00
Cement	500 bbls. at	2.60	1,300.00

Gas Pump	1 at	$300.00	$ 300.00
Heating Plant	Lump sum		2,000.00
6" Drain tile	450 lin.ft. at	0.08	36.00
4" Sewer pipe	60 lin.ft. at	0.25	15.00
6" Sewer pipe	390 lin.ft. at	0.35	136.50
8" Sewer pipe	190 lin.ft. at	0.50	95.00
10" Sewer pipe	125 lin.ft. at	0.70	87.50
12" Sewer pipe	950 lin.ft. at	0.90	855.00
4" C.I. water pipe	1020 lin.ft. at	0.60	612.00
Fences and Gates	Lump sum		850.00
Sprinkling system	Lump sum		500.00
Fire Hydrants	2 at	125.00	250.00
Grass seed	200 lbs. at	.80	160.00
Shrubs and Trees	Lump sum		500.00
Fertilizer and Peat Moss	Lump Sum		175.00
Equipment rental			1,000.00
			$24,171.00
	Contingencies		1,000.00
		Total	$25,171.00

FORM 5-A-1 5M 8-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

6

CROSS REFERENCE SHEET

RECEIVED
OCT 22 1937
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 25 1937
FOR FILING

3-2
Highway

NOTED
State Highway Engineer

605 Weatherly Bldg.
October 18, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: J. M. Bishop

Dear Sir:

Construction has started on the Portland highway maintenance shed. We plan to place E. E. Cannon, Extra-Gang Foreman, in charge of this shed and this section. He will also be available for trouble-shooting whenever Mr. Strohmeyer wishes to send him in his district.

Mr. Strohmeyer recommends J. G. Moore for Sectionman Helper and a Request for Wage Approval is attached hereto.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
Encl.

3-2005

CROSS REFERENCE SHEET

Name or Subject

File No.

Regarding

Date October 16, 1937

AETNA CASUALTY & SURETY COMPANY
Bates, Lively & Pearson, Agents
Yeon Building, Portland, Oregon.

Gentlemen:

We are sending you today by express, for your records and files, a fully executed copy of each of the following contracts, you being the surety on the bonds furnished by the contractors:

Contract No. 2005, awarded to Berke Bros., Inc., on September 10, 1937, for the clearing of the Arch Cape-Beach Creek Section of the Oregon Coast Highway, in Clatsop and Tillamook Counties;

Contract No. 2010, awarded to Frank Watt Construction Company on September 14, 1937, for the construction of a treated timber bulkhead on the Mt. Hood Loop Highway, near Gresham, in Multnomah County;

SEE

Contract No. 2011, awarded to Frank Watt Construction Company on September 14, 1937, for the construction of a frame maintenance building near Portland, in Clackamas County.

Name or Subject

File No.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

MBL

File cross reference form under name or subject at top of the sheet and by the latest date of papers. Describe matter for identification purposes. The papers, themselves should be filed under name or subject after "SEE."

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OCT 18 1937
FOR FILING

3-2005

October 16, 1937

FRANK WATT CONSTRUCTION COMPANY
308 Couch Building
Portland, Oregon

Gentlemen:

We are sending you today by express, for your records and files, a fully executed copy of each of the following contracts, awarded you on September 14, 1937:

Contract No. 2011 for the construction of a frame maintenance building near Portland, in Clackamas County;

Contract No. 2010 for the construction of a treated timber bulkhead on the Mt. Hood Loop Highway, near Gresham, in Multnomah County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

SEP 24 1937

3-2005

September 22, 1937

FRANK WATT CONSTRUCTION COMPANY
806 Couch Building
Portland, Oregon

Attention A. H. Barbour, Manager

Gentlemen:

We are returning to you by express the four copies of contract No. 2011, for the construction of a frame maintenance building in Clackamas County, which was awarded to you by the Highway Commission on September 14.

You are advised that before this contract will be acceptable, it will be necessary for Mr. Frank Watt to sign both the agreement and the bond.

Kindly have this done and return all four copies to this office.

Very truly yours,

Secretary

[illegible]

x # 2011

3-2005

RECEIVED
SEP 22 1937
OREGON
STATE HIGHWAY COMMISSION

BATES, LIVELY & PEARSON
INSURANCE GENERAL AGENTS
YEON BUILDING
PORTLAND, OREGON

Sept. 21st, 1937.

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

RE: Contract No. 2011 - Maintenance Shed near Portland in Clackamas County, Oregon.

We are sending you under separate cover by express contracts in quadruplicate covering the above job of Frank Watt Construction Company, contractors.

When these have been signed by the commissioners, will you kindly return one copy to our office for the completion of our records, as is your usual practice.

Very truly yours,

BATES, LIVELY & PEARSON

By Fred C Reed

FCR:MG

File

FORM 9-A-1 9M 6-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
OCT 8 1937
FOR FILING
3-2005

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
SEP 22 1937
OREGON
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION
SALEM

605 Weatherly Bldg.
Sept. 20, 1937

IN REPLY PLEASE
REFER TO FILE NO.

NOTED
State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: J. H. Bishop

Dear Sir:

Please advise how soon we may have a small shovel for loading approximately 500 yds. of gravel for the Milwaukie maintenance shed. We have completed installation of the culvert and have graded the road and the area in front of the shed and today are hauling a little gravel loaded by hand. Would like to get this on at once. If none of our shovels is available, we might consider having Parker-Schram load gravel for us in our pit. They have a good drag-line excavator set in our pit with which they are loading material for the 17th St.-Ross Island Bridge job and I think they would make us a very reasonable price for loading.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock

RECEIVED
SEP 18 1937
FOR FILING

3-2005

September 15, 1937

Frank Watt Construction Company
306 Couch Building
Portland, Oregon

Gentlemen:

The State Highway Commission on September 14, 1937, awarded you the contract for construction of a 32'x48' frame storage building near the South City Limits of Portland on the Pacific Highway East, in Clackamas County. This award was based on your low bid of $7,136.65 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

AM

CONTRACT#2012

121-1201 Siletz Secondary Hwy. Surf. &
Rock Production 1937

[illegible]

RECEIVED
JUN 23 1938
FOR FILING

121-1201

#2012

June 22, 1938

Maryland Casualty Company,
Hanson & Rowland, Inc., Agents,
Washington Building,
Tacoma, Washington.

Gentlemen:

You are hereby notified that State Highway Contract No. 2012 for the construction of the Siletz Highway Section of the Siletz Secondary Highway in Lincoln County, has been completed by the contractors, Mountain States Construction Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after July 2, 1938.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $45,692.82, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED
JUN 29 1938
FOR FILING
121-1201

June 4, 1938

Mountain States Construction Co.
Box 545
Eugene, Oregon

Attention: Mr. Lindsay

Gentlemen:

As we are now ready to make final payment on the Siletz Highway Project (Contract No. 2012), we would like to hear from you with reference to the gasoline tax refund of $203.70 collected by Mr. Govre.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

2258

Received Check # 2258 in amount of $203.70 June 20, 1938 from Mtn States Const. Co. Credited to 121-1201-517

L.E. Parsons

April 26, 1938

Mountain States Construction Co.
Eugene, Oregon

Attention: Fred H. Lindsay

Gentlemen:

With reference to the suggestion made in your letter of April 25th, I am inclined to the opinion that we would have no legal right to deduct from payments due Mr. Govro the amount of the gasoline tax collected by him in connection with your Siletz Highway contract.

The law gives Mr. Govro the right to claim and collect the refund, and the only instrument by means of which it can be taken away from him is the contract between you and Govro. No one but yourself can enforce the provisions of that contract.

Will be glad to discuss the matter in more detail the next time you are in Salem.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:HR

MOUNTAIN STATES CONSTRUCTION CO.
INCORPORATED

GENERAL OFFICE: EUGENE, OREGON
PHONE 2897

ADDRESS REPLY TO:
Eugene, Oreg.

April 25, 1938.

Attention:
Mr. Probert.

Oregon State Highway Commission,
Salem, Oregon.

Dear Mr. Probert:-

In regard to the $203.70 which is charged against our Company for gas rebate refunded to George Govro, as I explained to you Mr. Govro owes us several hundred dollars on our deal and as he is at the present time crushing two thousand yards of rock at Siletz, for the Purchasing Department, at the price of $1.25 per yard, I have been wondering since I talked to you a week ago, if the State could not collect the above amount from him and relieve me of that responsibility.

Would certainly appreciate it very much if you will take this up with the proper authorities in the Gas Tax Division. Will be pleased to hear from you.

Very truly yours,

Fred H Lindsay

MOUNTAIN STATES CONSTRUCTION CO.

FHL:A

March 27, 1958

Mountain States Construction Co.
Box 545
Eugene, Oregon

Gentlemen:

We are informed by the Motor Fuels Tax Division of the Secretary of State's Office that a refund of $285.70 was allowed your subcontractor, George L. Gove, on gasoline used in connection with your contract for surfacing and rock production work on the Siletz Secondary Highway.

Under a provision appearing on page 16 of your contract, gasoline tax refunds of this kind are properly the property of the State Highway Commission. Please advise whether this payment will be made in cash, or should be deducted from your contract payments.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. E. Probert
Office Engineer

SEP:ER

cc E. G. Smith
F. D. Bacon

March 17, 1938

Mr. Earl Snell
Secretary of State
Building

Attention: Kenneth N. Dalton

Dear Sir:

We are pleased to acknowledge receipt of your letter of March 16th, advising of the motor fuels tax refund made to George L. Gowre, subcontractor of the Mountain States Construction Company, in connection with our Contract No. 2012.

In accordance with the provisions of our contract with the Mountain States Construction Company, we are taking steps immediately to collect the $203.70 paid to Mr. Gowre on December 15th.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
[illegible] 1938
STATE HIGHWAY COMMISSION

March 16, 1938

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. S. H. Probert, Office Engineer

This is to advise you that a refund of motor fuels tax covering 4,074 gallons of gasoline consumed during the period September 6, 1937, to December 12, 1937 in stationary equipment operated by George L. Govro was paid to Mr. Govro in the amount of $203.70 on warrant No. F 184055, dated December 15, 1937.

It has been determined by this office that Mr. Govro has been employed by the Mountain States Construction Company as a sub-contractor performing duties incidental to the completion of your contract No. 2012.

Mr. Govro's current claim in the amount of $323.25 has been rejected upon findings made by this office March 15, 1938, which indicated that all gasoline consumed was used while performing duties in connection with your contract with the Mountain States Construction Company.

Very truly yours,

EARL SNELL, Secretary of State

By Kenneth H. Dalton
Field Auditor
Fuels Tax Refund Division

S:II

#2012

RECEIVED
MAY 5 1938
FOR FILING

721-1201

May 5, 1938

Maryland Casualty Company,
Hansen & Rowland, Inc., Agents,
Washington Building,
Tacoma, Washington.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Mountain States Construction Company in connection with Contract No. 2012, Siletz Highway Section of the Siletz Secondary Highway in Lincoln County. This payment will be made on or after May 15th, 1938.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

Form [illegible]-10-37

EGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending April 30, 1938

Section Siletz Road

Kind of work Surfacing

Highway Siletz Secondary

Section prefix 121-1201

Contractor Mtn. States Const. Co.

Contract number [illegible]

Date of contract Sept. 16, 1937

Date of completion June 30, 1938

Date work started Oct. 16, 1937

Estimated date of completion ...., 193....

Amount of contract $ [illegible]

Per cent of time elapsed ....%

Estimated cost of completed project, exclusive of engineering $ 56400.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ [illegible], ...%

Date project was completed April 7, 1938

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Gov'n finished on State Force Order on Apr. 27th

Final Estimate sent to Salem on the 28th

RECEIVED
MAY 2 - 1938
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

NOTED

Signed

Address Newport, Ore

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

R.H. Baldock

121-1201

NOTED
Highway Engineer

Cost Analysis - Semi-Final Report
April 15th, 1938
Siletz Highway
Surfacing & Rock Production Project
Lincoln County
Contract #2012 Prefix 121-1201
Mountain States Construction Company, Contractors
C. D. Haynes, Resident Engineer

Description	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Base Mat'ls in Surfacing M.P. 20.6 - 31.8	$6,344.52	4,438.9 cu. yd.	1.43	1.95	$8,655.86
Top Mat'ls in Surfacing M.P. 0.0 - 5.5	6,238.59	3,813.0 cu. yd.	1.636	1.75	6,672.75
Top Mat'ls in Surfacing M.P. 20.6 - 31.8	17,259.92	12,420.0 cu. yd.	1.39	1.50	18,630.00
6" - 0" Rock in Stockpile	943.50	791.9 cu. yd.	1.19	1.75	1,385.83
1¼" - 0" Cr. Mat'ls in S.P.	10,337.24	5,807.3 cu. yd.	1.78	1.75	10,162.78
Private Sale of Rock From $0.25 pit run to $3.00 cu. yd. Crushed [illegible] Delivered	1,858.00	2,075.0 cu. yd.	0.89	1.04	2,158.15
	$42,981.77				$47,665.37

Gross Revenue	$47,665.37
Total Cost	42,981.77
Net Profit Equals	$4,683.60

Net Profit Equals 8.4% of Gross Revenue

Detail of Cost

Labor:		
Labor	$8,330.80	
State Industrial Accident Insurance	500.82	
Unemployment Insurance & Social Security	333.23	$9,164.85
Materials:		
1¼ - 0 Road Rock in Place 10,134 cu. yd. at 1.00	$10,134.00	
1¼ - 0 S.P. " " " 1,622.3 cu. yd. at 1.40	2,271.22	
1¼ - 0 " " " " 338.1 cu. yd. at 1.25	422.62	
Royalties on Mat'ls $0.03 for Quarry at M.P. 1.2, $0.05 for bar at M.P. 24.6 and $0.10 for bar at M.P. 17.4	567.04	$13,394.88
Miscellaneous Supplies & Small Tools:		
Equipment Rental	$9,697.03	
Gas, Oil and Grease	3,781.57	
Hired Trucks	3,019.75	
Main Office Overhead	1,480.00	
Small Tools & Misc. Supplies	1,053.25	
Explosives & Blasting Supplies	498.25	
Bond 1% of the Gross Revenue	455.07	
Lumber	281.82	
Steel, Bits & Grinding Bits	101.04	
Freight & Cartage	54.26	$20,422.04
Total Cost		$42,981.77

Siletz Highway Surfacing & Rock Production Project

REMARKS:

This contract was bid September 14th, 1937 and awarded September 18th. Work was begun October 16th, and completed April 7th, 1938. The contract completion date was set for June 31st, 1938.

The contract was in two sections, totaling 16.7 miles of the 31.8 mile Siletz Highway. The south or Siletz end was 11.2 miles long and required 4400 cubic yards of 6" - 0" pit run quarry rock and 12,420 cubic yards of 1¼" - 0" surfacing. The north or Kernville end of 5.5 miles required 3,800 cubic yards of 1¼" - 0" surfacing. Various stockpiles totaled 5,800 cubic yards of 1¼" - 0" and 790 cubic yards of 6" - 0" pit run rock.

All the 6" - 0" road rock and 383.9 cubic yards of 6" - 0" stockpile rock was hauled from the State-owned Agate Beach quarry, a distance of 11 miles. Rock was first taken from one end of the quarry where it was necessary to drill and shoot. This rock, however, all broke about the same size and considerable filler was necessary to hold it on the road. The contractor then started taking rock from the opposite end of the quarry where no shooting was necessary and a better distribution of sizes from 6" - 0" was secured. About ½ ton of powder had been used in shooting the rock that had to be drilled. The rock was loaded with a 3/8 cu. yd. shovel and in one day 608 cubic yards were removed. The average, however, was 53 cubic yards per hour. The breakdown of costs of the 6" - 0" rock were as follows:

	Cubic Yards	Total Cost	Unit Cost
Drill and Shoot	4,822.8 cu. yd.	$829.69	$0.172
Load with 3/8 cu. yd. shovel	" "	451.29	0.094
Truck Haul, Av. 11 Miles	" "	4,388.48	0.91
Handle on road	" "	290.91	0.06
Supervision & Job Overhead	" "	315.00	0.065
Misc. Bond & Main Office	" "	617.81	0.128
Total	4,822.8 cu. yd.	$6,893.18	$1.429

For the production of 3,813 cubic yards of 1¼" - 0" road rock and 3,123 cubic yards of 1¼" - 0" stockpile rock on the north or Kernville end, the contractor set up a plant beside the road about 300 feet from the quarry site at M.P. 1.2. The quarry was of a basalt rock the most of which broke into 10" or less when shot with about 0.3 lb. of powder per cubic yard. The rock was then loaded with a 3/8 cu. yd. shovel into trucks and hauled 300 feet to the plant. The plant consisted of a 15" x 36" jaw crusher, a 28" Gyratory crusher and two rotary screens. The crushers were powered with 2 - 50 h.p. diesel engines and the screens and elevators with 3 - 7½ h.p. gas engines. This plant produced in addition to the State rock, about 1,500 cubic yards of privately sold crushed rock, or a total of 8,400 cubic yards at the rate of 34 cu. yds. per hour.

10,134 cubic yards of 1¼" - 0" road rock and 338 cubic yards of 1¼" - 0" rock, stockpile, for the Siletz end was purchased from George Govro who set up at M.P. 24.6. The contractor paid $1.00 per cubic yard in place for the 1¼" - 0" road rock and $1.25 for 338 cubic yards of 1¼" - 0" stockpile rock in place. At the time Govro was completing this work the contractor received an order for an

Remarks - Continued.

additional 4,000 cubic yards of $1\frac{1}{4}$" - 0" stockpile and road rock. Of this 4,000 cubic yards, the contractor decided to purchase about 1,600 cubic yards from Govro, so Govro moved his plant to M.P. 17.4, as he had about exhausted the bar at M.P. 24.6, and also he could save on truck haul. For this 1,600 cubic yards the contractor agreed to pay $1.40 per cubic yard in the stockpile and an additional $0.10 for royalty. At these prices, Govro made but very little money as his production was poor and practically all equipment rented.

For the production of about 3,000 cubic yards of remaining $1\frac{1}{4}$" - 0" road and stockpile rock on the Siletz end, the contractor set up a one crusher plant at Govro's old site at M.P. 24.6. Approximately 300 cubic yards were dragged from the bar, and it was exhausted. Fortunately the contractor had stockpiled about 3,000 cubic yards of bar run gravel on the river bank 3.1 miles from this plant. The remaining 2,700 cubic yards of rock were loaded into trucks from this stockpile with the 3/8 cu. yd. shovel and hauled to the plant. The plant consisted of a 80 h.p. diesel engine, a 28" gyratory crusher, a scalping screen and a shaker screen.

The costs of setting up and operating the contractor's plants were high but the profit on the job was good due to the cheap purchase of materials from Govro. A better showing would have been made, however, if the contractor had chosen another site for his plant set up on the Siletz end.

E. H, Clymer
Cost Analyst

By . . J. D. Nelson

FORM 5-A-1 10M 7-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

121-1261

OREGON STATE HIGHWAY COMMISSION

SALEM
January 22, 1938

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. G. Smith
Construction Engineer
O F F I C E

NOTED
State Highway Engineer

Dear Sir:

The State Highway Commission, at its last meeting, authorized the placing of additional rock on the Siletz Secondary Highway in order to secure a more stable surface, it having been reported that, on account of the soft subgrade and heavy hauling by log haulers, the rock that is being applied by the contractor is disappearing about as fast as it can be laid.

Mr. Baldock would like to have a report from you as to the amount of additional rock required and the cost of the same so that he can authorize increasing the budget in that amount. He would like to h ve this information right away because he intends to inspect the road some time next week.

Very truly yours,

Secretary

HBG:AM

cc - Mr. Baldock

RECEIVED
OCT 15 1937
FOR FILING
121-1201

October 14, 1937

MOUNTAIN STATES CONSTRUCTION COMPANY
1644 Washington Street
Eugene, Oregon

Gentlemen:-

We are forwarding to you today by express one fully executed copy of Contract No. 2012, for surfacing and rock production on the Siletz Secondary Highway, in Lincoln County, which was awarded you on September 18, 1937, by the Oregon State Highway Commission.

This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

ENC.

HD 6-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

RECEIVED
OCT 13 1937
FOR FILING
121-1201

October 9, 1937

IN REPLY PLEASE
REFER TO FILE NO.

121-1201

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. H. G. Smith.

Dear Sir:

There is submitted herewith an Order for State Force Work on needed drainage improvement on the Siletz Secondary Highway preliminary to the surfacing contract work.

This was anticipated in the preparation of the contract work, and an allowance was made for $1,500.00 for extra drainage work. The $1,500.00, however, was not set up in the finance statement. The 4 per cent contingency amounts to approximately $1,600.00 and with the $1,500.00 originally asked for totals the $3,100.00 which is needed for this drainage improvement.

I think it is highly essential that this work be done to get the greatest good from the surfacing work to be done under the contract.

Yours very truly,

F. D. EASON,
Division Engineer.

NOTED

FDE:AM
cc R. H. Baldock

RECEIVED
JAN 19 1938
FOR FILING

121-1201

57

September 20, 1937

Mountain States Construction Co.,
1644 Washington Street
Eugene, Oregon

Gentlemen:

Confirming the information given you orally by our Office Engineer, Mr. S. H. Probert, on Saturday of last week, September 18, wish to inform you that the State Highway Commission awarded to you the contract covering surfacing and rock production for the Siletz Secondary Highway in Lincoln County. This award is as of September 18 and was based upon your low bid of $39,635.00 submitted on September 14.

Contract forms will be sent to you within a few days for execution.

Yours very truly,

HBG:MC

Secretary

Sept this confirmed by comm

M

RECEIVED
JAN 19 1938
FOR FILING

121-1281

August 31, 1937

Mr. R. C. Smith
Construction Engineer
Office

Dear Sir:

The State Highway Commission on August 26 approved increasing the amount previously authorized for the improvement of the Siletz Secondary Highway from $50,000 to $59,000.

Very truly yours,

[illegible]:AM

Secretary

cc - Mr. Probert
Mr. Bishop
Mr. Bacon

RECEIVED
JAN 19 1938
FOR FILING

121-1201

August 16, 1937

Mr. R. H. Baldock,
State Highway Engineer
OFFICE

Dear Sir:

The State Highway Commission, at its meeting on August 12 authorized you to advertise for bids for furnishing rock for the Siletz River Secondary State Highway. The project is not to exceed $50,000 maximum and bids are to be taken at the September meeting.

Yours very truly,

Secretary

HBG:MC

cc - H. G. Smith
S. E. Probert
J. H. Bishop
F. D. Mason

Commissioners
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
AUG 2 1937
FOR FILING

OREGON STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

July 31, 1937

IN REPLY PLEASE REFER TO FILE NO.

121-2814

Mr. R. H. Baldock,
State Highway Engineer,
Office.

NOTED

Dear Sir: Attention: H. G. Smith, Construction Engineer

Attached are three copies of Mr. Waller's report on his reconnaissance survey of the Siletz-Toledo Section of the Siletz River Secondary Highway. It would appear from this report that the most sensible procedure would be to improve the present road on a new location which will permit of stage construction. Thus we could build first a mile section that would correct the bad swamp condition that is now causing so much trouble. However, the completion of a location survey for the letting of a construction contract would delay this work for some little time and could not possibly correct the condition for this winter's use. It will be necessary, I think, to improve the present road by some drainage work and the addition of considerable heavy rock over the swamp section to hold traffic through the coming winter. Construction of a section could be worked up and let this fall so that clearing might be done during the winter and the grading and surfacing completed next summer.

If you approve of this plan, please instruct me further and arrangements will be made for working up the location for any improvement as authorized.

Yours very truly,

F. D. EASON
Division Engineer

FDE:MN
Enc.
cc Mr. R. H. Baldock

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
[illegible], JACKSONVILLE

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

4d

121-1201

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE REFER TO FILE NO.

June 2nd, 1937

Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

Herewith, estimates of cost for the surfacing of the Siletz Secondary Highway worked up by Mr. Mason according to your suggestion on your recent inspection trip. The total cost of the project is $59,000.

Very truly yours,

H. G. Smith
Construction Engineer

HGS:AB

cc to: H. B. Glaisyer ✓

Mr. R. H. Baldock,
State Highway Engineer,
Office

Dear Sir: Attention: [illegible], Construction Engineer

On the recent trip that Mr. Baldock and Mr. Cabell made over the Siletz Secondary Highway, it was tentatively agreed by them that a surfacing project should be put on at the earliest possible time. Mr. Baldock instructed that a hasty inspection survey be made and an estimate of cost be submitted to present to the Commission Meeting for their approval June 2nd.

The [illegible] section graded and topped by the Bureau several years ago, it is proposed to put inch-and-½ minus top-surfacing to 2-inch depth and 16-foot width, a total of [illegible] yards, and provide [illegible] yds. in stock pile for maintenance.

From Mile Post 14 to Mile Post [illegible], three miles north of Siletz, it is proposed to provide stock pile material for necessary maintenance only, total about [illegible]00 yards.

From Mile Post [illegible] to Mile Post 31.8, the junction with Corvallis-Newport Highway, it is proposed to apply coarse base rock on the soft unstable sections on swampy ground, in the amount of [illegible], with [illegible] yards of this material in stock pile for maintenance; followed by an application of inch-and-½ top-surfacing for 3-inch in depth and 18-foot width, totaling 10,[illegible] yards, with 1000 yards of this material in stock pile for maintenance.

Total rock quantities on the road would be 17,[illegible] yards, and the total rock in stock pile would be [illegible] yards, or a grand total of [illegible] yards.

Suitable rock could be obtained at Mile Post [illegible] from the north end, which would provide all the surfacing and stock pile material down to Mile Post [illegible]. The base rock required between this point and the Corvallis-Newport Junction, I believe would have to come from our Agate Beach quarry, an average haul of about [illegible] miles. The surfacing rock for this section might be obtained from [illegible] here near Siletz.

ask them to come in about debt and ability

6/

IRMAN, PORTLAND
CH, PENDLETON
J. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

June 2, 1937

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Dear Sir: Attention: H. G. Smith, Construction Engineer

On the recent trip that Mr. Baldock and Mr. Cabell made over the Siletz Secondary Highway, it was tentatively agreed by them that a surfacing project should be put on at the earliest possible time. Mr. Baldock instructed that a hasty inspection survey be made and an estimate of cost be submitted to present to the Commission Meeting for their approval June 3rd.

The following data and estimate are submitted herewith:

On the North end from Kernville South for 5½ miles, covering the section graded and topped by the Bureau several years ago, it is proposed to put inch-and-¼ minus top-surfacing to 2-inch depth and 20-foot width, a total of 3300 yards, and provide 300 yds. in stock pile for maintenance.

From Mile Post 5.5 to Mile Post 20.6, three miles north of Siletz, it is proposed to provide stock pile material for necessary maintenance only, total amount of 3400 yards.

From Mile Post 20.6 to Mile Post 31.8, the junction with the Corvallis-Newport Highway, it is proposed to apply coarse base rock on the soft unstable sections on swampy ground, in the amount of 4300 yards, with 400 yards of this material in stock pile for maintenance; followed by an application of inch-and-¼ top-surfacing for 3-inch in depth and 18-foot width, totaling 10,080 yards, with 1000 yards of this material in stock pile for maintenance.

Total rock quantities on the road would be 17,680 yards, and the total rock in stock pile would be 5100 yards, or a grand total of 22,780 yards.

Suitable rock could be obtained at Mile Post 7.5 from the north end, which would provide all the surfacing and stock pile material down to Mile Post 20.6. Coarse base rock required between this point and the Corvallis-Newport junction, I believe would have to come from our Agate Beach Quarry, an average haul of about 14 miles. The surfacing rock for this section might be obtained from local gravel bars near Siletz.

On this basis, the cost of the 7000 yards on the north end, including the haul, would probably be about $2.00 a yard or $14,000.00. The cost of the 15,780 yards on the south end, including the haul, would likely average about $2.50 a yard. This would make a total outlay of $53,450.00, plus 10%, would give a grand total of $58,795.00 for the project. Out of this 10% a certain amount of ditching and draining improvement might be done under State Force work.

If the project is approved, suitable stock pile sites can be arranged for, and the contract written up for the July meeting.

Yours very truly,

F D Eason

F. D. EASON
Division Engineer

FDE:MN
cc Mr. R. H. Baldock

…, CHAIRMAN, PORTLAND
…CH, PENDLETON
…VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

June 1, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

With regard to attached petition ~~reports~~ from Reed Creek Grange No. 851 of Kernville, Oregon, relative to improvement of the Kernville-Toledo Road, or Siletz Secondary Highway No. 181:

An estimate of cost to reconstruct this road to modern secondary standards is approximately $950,000.

At the present time the people residing upon this road, the logging operators, and the county court, are the most interested in reconstructing the road from a point approximately 5½ miles north of the Corvallis-Newport Highway, to the Corvallis-Newport Highway. To reconstruct this section to modern standards will cost approximately $150,000.

I have been advised that during this spring a section of the Siletz Secondary Highway approximately a mile in length and about five miles north of the Corvallis-Newport Highway went to pieces quite badly and was practically impassable for a time.

To strengthen this section so that it will be reasonably able to carry logging traffic would require the hauling of gravel or other materials a considerable distance and would cost approximately $5,000.

Very truly yours,

Oscar Cutler

Oscar Cutler
Asst. Office Engineer

OC:ME

REFERRED TO
Mr. Glaisyer
~~State Highway Engineer~~
For Com. meeting

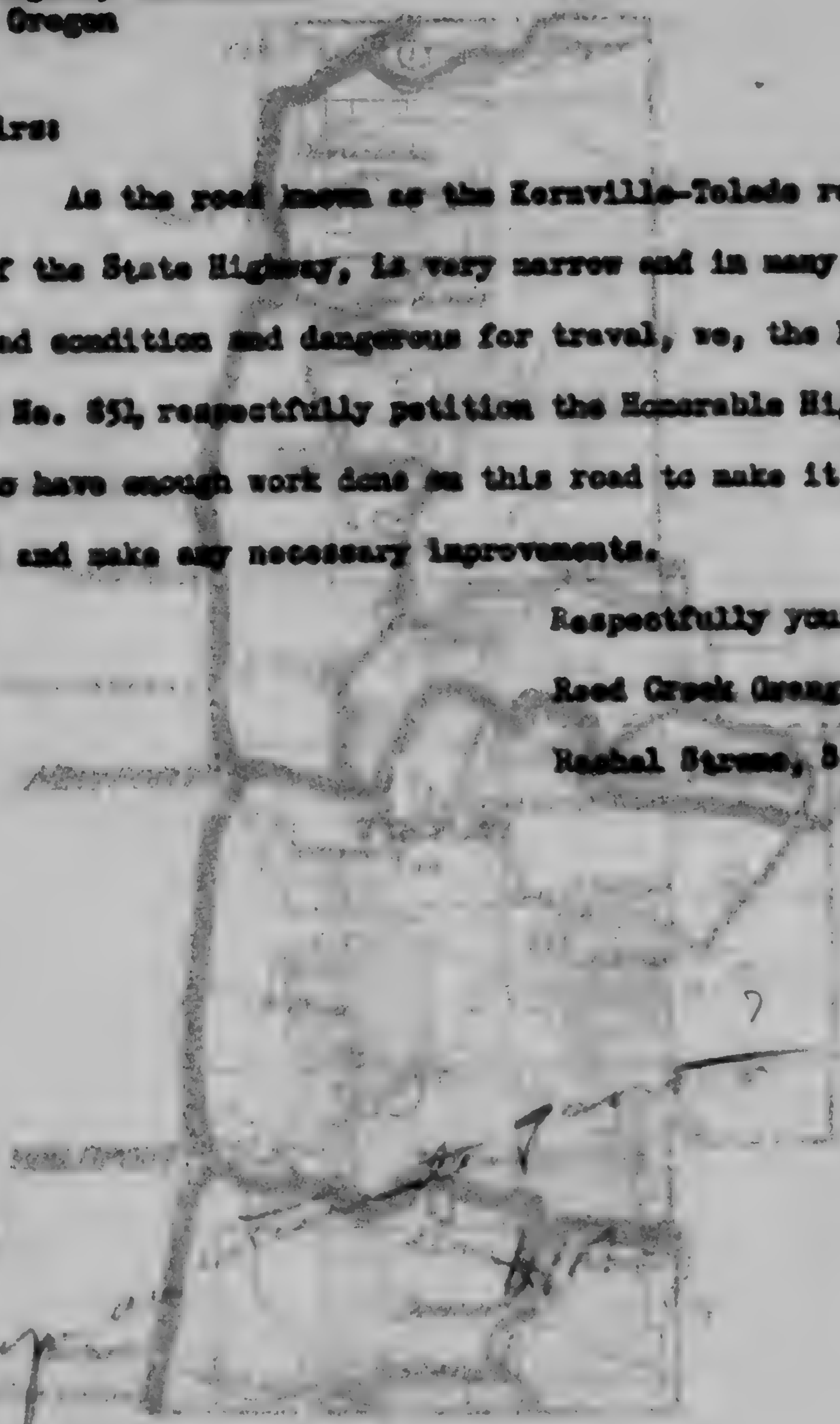
R

COPY FOR MR. Cutler
From H. B. Glaisyer, Secretary

LINCOLN COUNTY MARKET ROADS

Kernville, Oregon
May 21, 1937

State Highway Commission
Salem, Oregon



Dear Sirs:

As the road known as the Kernville-Toledo road, a part of the State Highway, is very narrow and in many places in very bad condition and dangerous for travel, we, the Reed Creek Grange No. 851, respectfully petition the Honorable Highway Commission to have enough work done on this road to make it safe for travel and make any necessary improvements.

Respectfully yours

Reed Creek Grange # 851

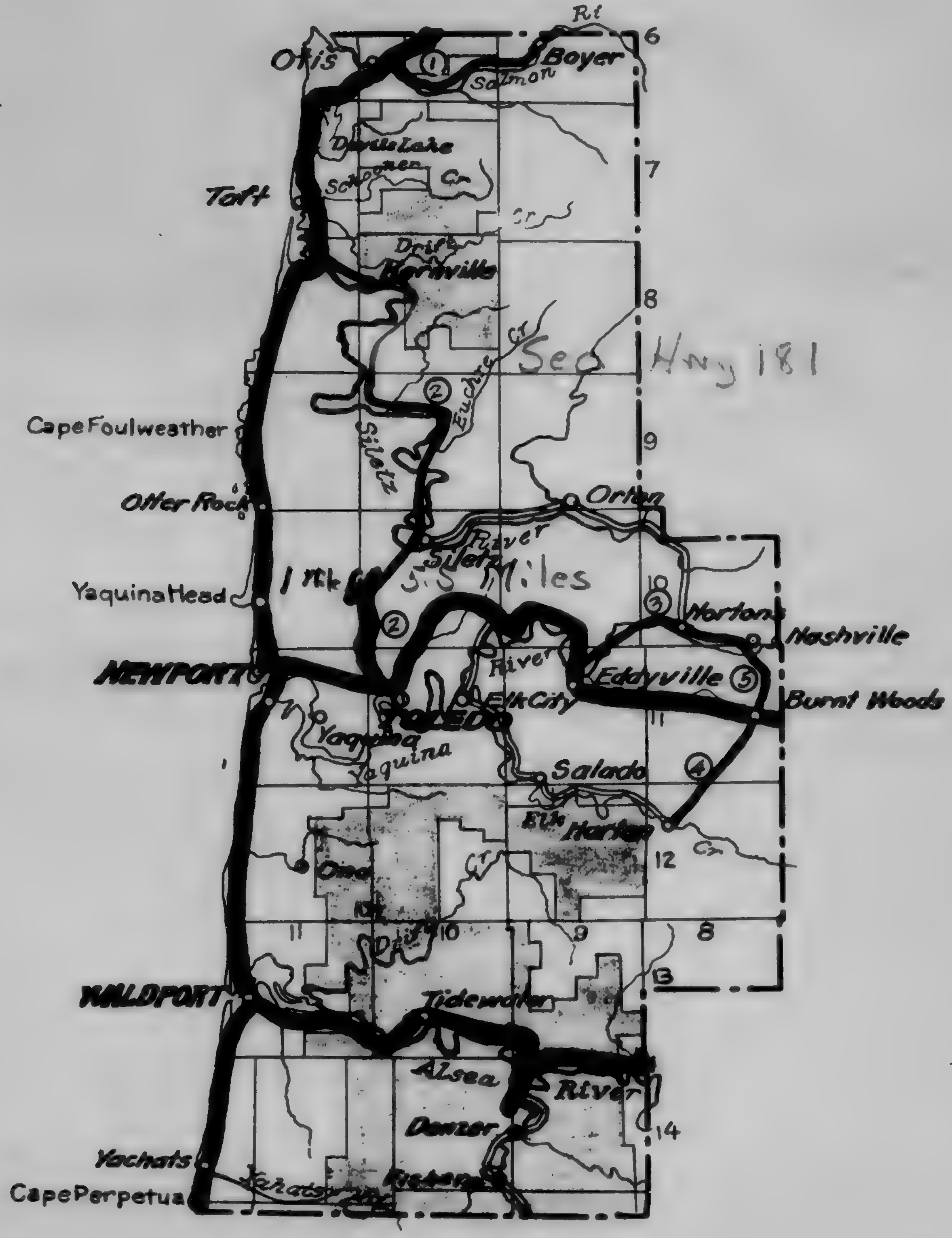
Rachel Strume, Sec. (signed)

Cutler

ACKNOWLEDGED
H. B. GLAISYER

OREGON STATE HIGHWAY DEPARTMENT
LINCOLN COUNTY MARKET ROADS

1 Salmon River
2 Siletz River
3 Yaquina River
4 Spout Creek
5 Clem Road



See Hwy 181

1 Mi

5.5 Miles

May 25, 1937

Reed Creek Grange No. 651

Kernville, Oregon

Attention: Rachel Strome, Secretary

Gentlemen:

This acknowledges your letter of the 21st instant urging the State Highway Commission to improve the Kernville-Toledo road, otherwise known as the Siletz Secondary Highway so as to make this road passable and safe for traffic.

I shall be pleased to see that your letter is brought to the attention of the State Highway Commission at its next meeting.

Very truly yours,

H. B. Glaisyer
Secretary

HBG:AM

Kernville Ore
May 21. 1937

RECEIVED
1937

State Highway Commission
Salem Oregon.

Dear Sirs:

As the road known as the Kernville-Toledo road, a part of The State Highway, is very narrow and in many places in very bad condition and dangerous for travel, we, the Reed Creek Grange no. 851. respectfully petition the Honorable Highway Commission to have enough work done on this road to make it safe for travel and make any necessary improvements

Respectfully yours
Reed Creek Grange #851.
Rachel Strome Sec.

cc - Commissioners
Mr. Baldock
Mr. Cutler

ACKNOWLEDGED
H. B. GLAISYER

---

ighway Commission
mprovement of the
that the Commission
year's program if
t to you attention

urs,

RECEIVED
JAN 14 1937
FOR FILING
121-1201
2012

January 12, 1937

Mr. H. G. Smith
Construction Engineer
Building

Dear Sir:

Attached is an excerpt from the Highway Commission minutes of September 15 relating to the improvement of the Siletz Secondary Highway. You will note that the Commission has it in mind to allocate funds in next year's program if funds are available. This is being brought to you attention at the requestof Mr. Baldock.

Very truly yours,

HBG:AM Secretary

encl.

cc - Mr. Baldock

CONTRACT# [redacted] 2013

1-1114 Middle Bridge-Black Bridge Section,
Baker-Homestead Hwy. (Rock Prod.)

2013

Baldock

Baker-Homestead Highway
Middle Bridge-Black Bridge Section
Contract 2013 Prefix 1-1114
E. H. Itschner, Contractor
Dean Swift, Resident Engineer

NOTED
State Highway Engineer

1-1114

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
3/4-½ Cr. Rock in Stockpile	$7,730.29	3,991.4 cu. yd.	1.94	1.37	$5,468.22
½-¼ " " " "	6,659.85	3,438.7 cu. yd.	1.94	1.37	4,711.02
¼-0 " " " "	3,873.47	2,000 cu. yd.	1.94	0.80	1,600.00
Hauling Cr. Rock, Pile Measure	2,749.27	32,876.2 cu. yd. mi.	0.084	0.12	3,945.14
Screen Rejections	243.58	974.3 cu. yd.		0.25	243.58
Preparation of Stockpile Sites	224.34				224.34
	$21,480.80				$16,192.30

Total Cost	$21,480.80
Gross Revenue	16,192.30
Net Loss	$5,288.50

Net Loss Equals 32.7% of Gross Revenue

Detail of Cost

Labor:		
Supervision (Superintendent)	$587.57	
Labor	6,845.42	
State Industrial Accident Insurance	315.38	
Social Security & Unemployment Insurance	279.91	
Supervision (E. K. Itschner, 2 mos. at $200.00)	400.00	
		$8,428.28
Equipment Rental, Supplies & Miscellaneous:		
Equipment Rental	$2,270.00	
Rented Equipment	2,382.94	
Hired Trucks (Not including labor, gas & misc.)	705.14	
Gas, Oil & Grease	2,770.78	
Lumber	170.56	
Small Tools, Repairs & Supplies	3,114.67	
Powder	1,126.51	
Move In	350.00	
Bond	161.92	
		$13,052.52
Total Cost		$21,480.80

Crushing Costs

Item	Cost	Quantity	Unit Cost
Erection of Plant	$1,477.92	10,404.4 cu. yd.	0.142
Drill and Blast	4,295.95	" " "	0.413
Load & Truck to Crusher	3,748.39	" " "	0.360
Crushing	7,674.86	" " "	0.738
Supervision & Bond	1,310.07	" " "	0.126
	$18,507.19	10,404.4 cu. yd.	$1.779

Quantities

3/4 - ½ Cr. Rock in Stockpile	3,991.4 cu. yd.
½ - ¼ " " " "	3,438.7 " "
¼ - 0 " " " "	2,000.0 " "
Screen Rejections	974.3 " "
	10,404.4 cu. yd.

Middle Bridge-Black Bridge Section

REMARKS:

This contract consisted of the production of 9,000 cubic yards of crushed rock in stockpiles. It was awarded October 22nd, 1937; work was started Nov. 10th, 1937, and finished March 9th, 1938.

On December 1st, the coyote hole in the quarry was shot. The rock broke in sizes from 3/4 cu. yd. up, with small amounts of fine material, and for two weeks an air hammer was kept busy redrilling the large blocks in the quarry. Erection of plant was commenced after quarry was shot.

Crushing was started Jan. 3rd, and continued until Feb. 15th, at which time the contractor elected to drill and shoot a dice rock ledge 1½ miles west of his plant and use this material for the 2,500 cu. yds. that remained to be produced on the contract. This rock shot up very well, and as the stockpile materials were being hauled in this direction, the trucks were able to pick up the quarry rock on the return trip to the plant without much inconvenience. The crushing was completed March 9th, 1938. While operating, the plant averaged about 15 to 20 cu. yds. per hour.

For crushing the contractor used a 15" x 36" jaw crusher, 28" gyratory recrusher, 4' x 8' triple deck screen and 2 engines (PD 80 International diesel and RD 7 diesel cat). A 1 cu. yd. gas shovel was used to load quarry material into a truck for transporting to crusher which was located adjacent to quarry.

Several factors contributed to the high cost. The quarry designated by the State contained rock which shot up very large and required an extra amount of reshooting. The low hourly plant output and the piling aside of large pieces resulted in high cost of transporting material to plant. The work was none too well organized. If the contractor had examined the prospective quarry sites more thoroughly, it is certain that a more suitable quarry containing enough rock could have been found.

[illegible]. H. Clymer
Cost Analyst

By. . Henry Jullum

RECEIVED
APR 11 1938
FOR FILING

1-1114

April 9, 1938

Mr. Walter F. Cline, Agent
United States Fidelity & Guaranty Co.
615 Board of Trade Building
Portland, Oregon

Dear Sir:

Replying to your letter of April 7 concerning the payment of the final estimate to E. E. Itschner for furnishing crushed rock in stock piles for the Middle Bridge-Black Bridge Section of the Baker-Homestead Highway wish to say that the final voucher in the amount of $1,749.74 has been prepared and signed by Mr. Itschner and is now in the process of being executed by the members of the State Highway Commission. I anticipate that the final warrant will be mailed within the next two weeks.

With best regards, I remain

Very truly yours,

Secretary

HBG:AM

April 8, 1938

H. B. G.

The voucher in amount of $1,743.74 has been signed by Itschner on his Contract #2013, Middle Bridge-Black Bridge Section, in Baker County, covering final payment, and is on Mr. Baldock's desk for his approval. After he signs it will be ready to send to the Commission. Cant say when it will be ready to send to the Secretary of State so am unable to advise of any definite date.

J. McFarland.

Baker-Homestead project. This [illegible] and wanted by one of his sub-contractors on this project who has been promised payment by Itschner when he receives his final estimate from you.

Thanking you much for this information and hoping to see you on April 28th I am,

Yours very truly,

Walter F. Cline.

Walter F. Cline.

#2013- Baker Co.
V. #5293-$1743,74

REFERRED TO
BY SECRETARY

see if you can get me the information today?

ANSWERED
H. B. G.

WALTER F. CLINE
AGENT
UNITED STATES FIDELITY AND GUARANTY COMPANY
TELEPHONES: OFFICE AT. 9508 - HOME TR. 3228
615 BOARD OF TRADE BUILDING
PORTLAND, OREGON

RECEIVED
APR 8 - 1938
OREGON
STATE HIGHWAY COMMISSION

April 7th, 1938.

Mr. H. B. Glaisyer,
Oregon State Highway Commission,
Salem, Oregon.

Dear Mr. Glaisyer;

Please inform me when E. H. Itchner is to be paid his final estimate for work done on the Baker-Homestead project. This information is requested and wanted by one of his sub-contractors on this project who has been promised payment by Itchner when he receives his final estimate from you.

Thanking you much for this information and hoping to see you on April 28th I am,

Yours very truly,

Walter F. Cline.

Walter F. Cline.

#2013- Baker Co.
V. #5293-$1743,74

REFERRED TO
BY SECRETARY

see if you can give me the information soon?

ANSWERED
H. B. G.

RECEIVED
APR 5 1938
FOR FILING

#2013

1-1114

March 31, 1938

Great American Indemnity Company,
Harvey Wells Insurance Agency, Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2013 for the construction of the Middle Bridge-Black Bridge Section of the Baker-Homestead Highway in Baker County, has been completed by the contractor, E. H. Itschner, and that final settlement will be made by the State with said contractor for work done under said contract on or after April 9, 1938.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $16,192.30, including the final payment. Of this amount $224.34 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#2013

RECEIVED
MAR 23 1938
FOR FILING

March 22, 1938

Great American Indemnity Company,
Harvey Wells Insurance Agency, Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to E. H. Itschner on Contract No. 2013, Middle Bridge-Black Bridge Section of the Baker-Homestead Highway in Baker County. This payment will be made on or after April 1, 1938.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

Form 120—5M—6-37

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

RECEIVED MAR 1[illegible] 1938 ✓

For Week Ending Mar. 12,1938, 193

Section Middle Bridge - Black Bridge

Kind of work Rock Prod.

Highway Baker - Homestead

Section prefix 1 - 1114

Contractor E.H.Itschner

Contract number 2013

Date of contract Oct. 22, 1937, 193

Date of completion Apr.30,1938, 193

Date work started Nov. 10,1937, 193

Estimated date of completion Mar. 9,1938, 193

Amount of contract $ 15,030.00

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $ 15,030.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 900, 6 %

Date project was completed, 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Work finished on this project on Wedensday of this week (Mar. 9th)

NOTED
H. G. SMITH

Signed Dean Swift

Address Baker, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities			[illegible]		
Estimated quantities moved or placed to date			[illegible]		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day			1		
Hours per shift			8		
Average force on project for week			6		

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men					6		
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants 1, Compressors 1, Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

RECEIVED
DEC 22 1937
FOR FILING
1-1114

December 21, 1937

Mr. Dean Swift
Resident Highway Engineer
Baker, Oregon

Dear Sir:

Please be advised that we have changed the prefix on the Middle Bridge-Black Bridge rock production project, which was awarded to E. H. Itschner October 22, 1937. The prefix should be 1-1114 instead of 1-1203, as this project is classified as an oil rock production project, instead of a maintenance rock production project. We will make the necessary corrections on bills, payrolls, etc., charged prior to this date.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by L. E. Parsons/MB

cc Mr. W. C. Williams

FORM [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, [illegible]

R. H. BALDOCK
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
DEC 7 - 1937
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 8 1937
FOR FILING
1-1203

December 6, 1937

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I am submitting herewith an order for extra work covering the preparation of stockpile sites on the Middle Bridge-Black Bridge Section on the Baker-Homestead Highway in Baker County.

Additional project authorization for this work is not required.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock ✓

NOTED
C. B. McCullough

RECEIVED
NOV 16 1937
FOR FILING
1-12 23

November 15, 1937

Mr. J. E. Young
9005 Carkeek Drive
Seattle, Washington

Dear Sir:

Replying to your letter of the 12th instant wish to say that the State Highway Commission on October 22 awarded to E. H. Itschner, Molalla, Oregon, the contract for furnishing crushed rock in stock piles for the Middle Bridge-Black Bridge Section of the Baker-Homestead Highway, in Baker County. This is the only contract that the Commission has awarded recently for work on this road. The materials that are being furnished under this contract are for use in connection with oiling work which I believe the Commission intends to contract so that the oiling work can be accomplished next season.

The Commission has not yet formulated a definite program for next year's construction work so I am not positive that the oiling work will be included but I do know that it will be considered by the Commission in the formulation of the program.

The crushed rock contract mentioned above is probably now under way inasmuch as the constract was awarded on October 22 and the contractor was notified to proceed.

Very truly yours,

HBG:AM

Secretary

[illegible]95 - Carkeek Drive,
Seattle - Wn.
Nov. 12th - 1937 -

Highway Dept.
Salem, Oregon.

RECEIVED
NOV 15 1937
OREGON
STATE HIGHWAY COMMISSION

Gentlemen; Kindly give me the name of the contracting Company who is going to grade and pave the Baker Richland road.

Will you give us some particulars as to how the work will be done and when it starts.

any information on that job will be greatly appreciated, as we own some property in that area.

Sincerely
J. E. Young.

ANSWERED
H. B. G.

RECEIVED
1937

1-1203

November 10, 1937

Mr. E. H. Itschner
Molalla
Oregon

Dear Sir:

We are sending you today by express a fully executed copy of Contract No. 2015, which was awarded to you by the State Highway Commission on October 22, for furnishing crushed rock in stock piles on the Middle Bridge-Black Bridge Section of the Baker-Homestead Highway, in Baker County.

This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

RECEIVED
OCT 28 1937
FOR FILING

1-1203

October 23, 1937

R. H. Itschner

Molalla, Oregon

Dear Sir:

The State Highway Commission on October 22, 1937, awarded you the contract for furnishing 9,000 cu. yds. crushed rock in stock piles for the Middle Bridge-Black Bridge Section of the Baker-Homestead Highway in Baker County. This award was based on your low bid of $15,050 submitted on that date.

Contract forms will be sent you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

AM

CONTRACT# [redacted] 2014

FAP 154-F North Powder-Muddy Cr. Sec., 1937
2014 Old Oregon Trail Hwy.

RECEIVED
APR 13 1939
FOR FILING
154-F

#2014

April 11, 1939

Hon. Earl Snell
Secretary of State
Capitol Building
Salem, Oregon

Dear Sir:

This acknowledges your letter of April 10, enclosing three copies of a notice of claim by Geo. Christensen in the amount of $50 against Roy L. Houck, in connection with work on the North Powder-Muddy Creek Section of the Old Oregon Trail Highway, in Baker County.

We have noted this claim in our records of this job and are today forwarding copies of the notice thereof to the contractor and his surety.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

April 11, 1939

GREAT AMERICAN INDEMNITY COMPANY
c/o HarveyyWells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

We have today received from the Secretary of State three copies of a notice of claim in the amount of $50 by Geo. Christensen against Roy L. Houck, in connection with the performance of Contract No. 2014, North Powder-Muddy Creek Section of the Old Oregon Trail Highway, in Baker County.

Inasmuch as you are surety for the contractor on this job, we are handing you herewith a copy of this notice of claim, for your information and action.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

cc - Roy L. Houck

2014

RECEIVED
APR 11 [illegible]
STATE HIGHWAY COMMISSION

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

April 10, 1939

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr.H.B. Glaisyer

There are enclosed for your information and files three copies of a notice of claim for $50.00 against the bond taken from Roy L. Houck for work on the Old Oregon Trail Highway which has been received and filed in this office today.

Please acknowledge receipt of the copies in order to complete our file.

Very truly yours,

Earl Snell
Secretary of State

S:FM
encs. 3

COPY

GEO. CHRISTENSEN
Contractor
Walla Walla, Washington
Box 812

April 7, 1939

To Secretary ofState, State of Oregon

"Notice hereby is given that the undersigned George Christensen has a claim for shooting 102.98 tons of RC3 road oil at $4.00 per ton total amounting to $411.98 with payment of $361.92 leaving a balance in the sum of $50.00 against the bond taken from Roy L. Houck, Contractor for the work of resurfacing a section of the Old Oregon Trail Highway between Haines-North Powder, Oregon."

GEO. CHRISTENSEN

Endorsed: File No. 2830
Filed April 10, 1939
EARL SNELL
Secretary of State

#2014

RECEIVED
FEB 28 1939
~~FOR FILING~~

FaP 154-7

February 27, 1939

Mr. George Christensen
Contractor
Box 812
Walla Walla, Washington

Dear Sir:

Reply is made to your letter of February 24 regarding your claim against Roy L. Houck, same being in the amount of $50 and representing the balance due you for applying the prime coat of oil on the Haines-North Powder Section of the Old Oregon Trail which project was under contract to Roy L. Houck by the State Highway Commission.

I do not know of any way that the Highway Commission could help you secure satisfaction of your claim except to offer you the bond that was furnished by Mr. Houck. The bond was furnished for the protection of claims and to insure the satisfactory completion of the project. It was written by the Great American Indemnity Company for whom Harvey Wells-Reed Insurance Agency is local agent with offices in the Failing Building, Portland. I would suggest that you file your claim with the agent of the bonding company and also with the Oregon Secretary of State in accordance with the provisions of Chapter 280, Laws of Oregon for 1931, a mimeographed copy of which is inclosed.

Very truly yours,

Secretary

HBG:AM

February 27, 1939

Great American Indemnity Company
Harvey Wells-Reed Insurance Agency, Local Agents
Failing Building
Portland, Oregon

Gentlemen:

I am handing you herewith a copy of a letter received from George Christensen advising of his claim in the amount of $50 against Roy L. Houck, same being for applying the prime coat of oil on the Haines-North Powder Section of the Old Oregon Trail, State Highway Contract No. 2[illegible]4.

This is being sent to you inasmuch as you appear surety on the bond furnished by Mr. Houck in connection with this contract.

Very truly yours,

H.G:AM Secretary

cc - Mr. Roy L. Houck
U. S. National Bank Bldg.
Salem, Oregon

GEO. CHRISTENSEN
CONTRACTOR
WALLA WALLA, WASHINGTON
Box 812

RECEIVED
FEB 27 1939
STATE HIGHWAY COMMISSION

NOTED

Februarry 24, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

During the months of July and August of 1938, I applied the prime coat on the Haines-North Powder section of the Old Oregon Trail Highway for Mr. Roy L. Houck. The amount of oil being 102.98 tons at an agreed price of $4.00 per ton.

My verbal agreement with Mr. Houck stated the oil was to be furnished on the siding at Haines, Oregon hot enough to apply, but in making settlement, he claims $50.00 expense for boiler rent, which he has charged back to me.

As I do not feel that he has any right to make this deduction, I am asking your cooperation in securing this amount which is long past due.

Very truly yours,

Geo Christensen

GC/bo

Gross Revenue
$1,500.00
1,469.20
14,382.22
687.27
3,328.48
1,710.00
903.28
291.00
486.00
333.00
1,600.00
63.00
996.00
531.00
282.00
261.50
2,626.38
2,021.25
723.72
376.33
438.00
62.80
6,888.00
6,478.88
19,702.65

Key	"	"	"	7,784.56	3,961	"	"	1.97	1.65	6,535.65

R.H. Baldock ✓

RECEIVED
JAN 25 1939
FOR FILING

NOTED

154-7

December 20th, 1938

COST ANALYSIS - FINAL REPORT
Old Oregon Trail Highway, North Powder-Muddy Creek Section
Grading, Surfacing & Oiling Contract 2014, Prefix 1-1113

Roy L. Houck, Contractor
Dean Swift, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$225.00	100%			$1,500.00
Trench Excavation	1,549.32	1,469.2 cu. yd.	1.06	1.00	1,469.20
Excavation, Single Class	21,123.28	79,901.2 " "	0.26	0.18	14,382.22
Overhaul	687.27	68,727 yd. sta.	0.01	0.01	687.27
Truck Haul	3,328.48	33,284.8 yd. mi.	0.10	0.10	3,328.48
Finishing Roadbed & Slopes	1,710.00	5.7 Miles	300.00	300.00	1,710.00
Rounding Cutbanks	677.46	11,291 lin. ft.	0.06	0.08	903.28
12" Concrete Pipe	320.65	291 " "	1.10	1.00	291.00
18" " "	498.15	243 " "	2.05	2.00	486.00
24" " "	338.55	111 " "	3.05	3.00	333.00
36" " "	1,360.00	200 " "	6.80	8.00	1,600.00
12" Concrete Siphon Pipe	91.50	63 " "	1.45	1.00	63.00
18" " " "	1,294.80	498 " "	2.60	2.00	996.00
24" " " "	681.45	177 " "	3.85	3.00	531.00
30" " " "	339.00	60 " "	5.65	4.70	282.00
Salvage Culvert Pipe	261.50	523 " "	0.50	0.50	261.50
Class "A" Concrete	3,535.98	87.546 cu. yd.	40.38	30.00	2,626.38
" "D" "	3,264.61	80.85 " "	40.38	25.00	2,021.25
Metal Reinforcement	723.72	12,062.08 lb.	0.06	0.06	723.72
Salvage Surf. Materials	497.50	2,090.7 cu. yd.	0.24	0.18	376.33
Stockpile & Reload Salv. Mat'ls.	438.00	1,752 " "	0.25	0.25	438.00
Haul Salvage Materials	62.80	628 yd. mi.	0.10	0.10	62.80
Selected Roadbed Topping	7,232.40	34,440 cu. yd.	0.21	0.20	6,888.00
Haul " "	6,478.88	64,788.75 yd. mi.	0.10	0.10	6,478.88
Coarse Mat'ls in Surfacing	23,467.66	11,941 cu. yd.	1.97	1.65	19,702.65
Key " " "	7,784.56	3,961 " "	1.97	1.65	6,535.65

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Screenings in Surfacing	$5,211.98	2,652 cu. yd.	1.97	1.65	$4,375.80
Sprinkling	2,656.25	2,419.5 M-Gal.	1.10	1.50	3,629.25
Preparation of Base	570.00	5.7 Miles	100.00	100.00	570.00
Mineral Aggregate in Place	28,735.27	9,415.5 cu. yd.	3.05	2.50	23,538.75
Cutback Asphalt " "	4,002.85	172.79 Tons	23.15	25.00	4,319.75
Asphalt in Place	12,137.67	515.4 Tons	23.55	26.00	13,400.40
3/4" - 1/2" Cr. Rock in S.P.	3,581.76	1,747.2 cu. yd.	2.05	1.65	2,882.88
1/2" - 1/4" " " " "	2,633.00	1,260 cu. yd.	2.05	1.65	2,079.00
Haul " " " "	1,127.45	11,234.3 yd. mi.	0.10	0.11	1,235.77
Screen Rejections in S.P.	480.43	1,921.7 cu. yd.		0.25	480.43
Haul "	680.67	6,187.9 yd. mi.		0.11	680.67
Force Account	610.34				610.34
Cement Adjustment	10.44				10.44
Deduction - Engineering Charges for Excess Time					- 94.17
	$150,410.63				$132,396.92

Total Cost	$150,410.63
Gross Revenue	132,396.92
Net Loss	$18,013.71

Net Loss Equals 13.6% of Gross Revenue

North Powder-Muddy Creek Section

Detail of Cost

Labor:

Supervision		$3,450.80	
Labor		39,054.40	
State Industrial Accident Insurance		2,902.22	
Unemployment Insurance & Social Security		1,650.21	$47,057.63

Materials:

12" Concrete Pipe	291 lin. ft. at 0.75	$218.25	
18" " "	243 " " " 1.60	388.80	
24" " "	111 " " " 2.45	271.95	
36" " "	200 " " " 5.50	1,100.00	
12" Concrete Siphon Pipe	63 " " " 0.75	47.25	
18" " " "	498 " " " 1.60	796.80	
24" " " "	177 " " " 2.45	433.65	
30" " " "	60 " " " 3.75	225.00	
Cement		908.38	
Sand and Gravel		528.25	
Metal Reinforcement		547.95	
Cutback Asphalt	172.79 tons at 9.50	1,641.51	
Paving Asphalt	515.40 " " 5.70	2,937.78	
Freight on Asphalt		6,867.40	$16,912.97

Equipment Rental, Supplies and Miscellaneous:

Small tools, Repairs & Misc. (50%)		8,027.80	
Equipment Rental		$36,245.25	
Rented Equipment		1,208.75	
Gas, Oil and Grease		12,186.14	
Powder		3,615.37	
Lumber		1,550.53	
Electric Installations and Power		1,459.30	
Overhead and Misc. Expense		1,700.28	
Moving In Expense		3,239.35	
Bond	1% of Gross Revenue	1,326.83	
Home Office	2% " " "	2,653.67	$73,213.27

Sub-Contracts:

Babler Bros.:

Placing Asphalt	688.19 tons at 6.00	$3,511.26	
Placing Mineral Aggregate	9415.5 cu. yd. at 1.00	9,415.50	

Christenson:

Placing Asphalt	102.98 Tons at 4.00 Less Charges	300.00	$13,226.76
			$150,410.63

North Powder-Muddy Creek Section

REMARKS:

This contract consisted of the grading, surfacing and oiling of 5.69 miles of roadway. It was bid and awarded on October 22nd, 1937; work was started November 15th, and finished October 7th, 1938.

The excavation work was accomplished with 4 cats and 6 LeTourneau scrapers. Operations were continued until December 24th, 1937, at which time the wet and cold weather made conditions unbearable. The excavation material was of such a nature that with a little moisture it became so slick that cats were required to pull part of the heavy traffic through the job. On March 20th, grading operations were again started, and on May 7th, this phase of the contract was completed. Traffic congestion and winter work tended to increase the excavation costs.

The topping for the north half of the contract was moved with cats and 12 cu. yd. scrapers in tandem. On a long haul of about 3 miles this equipment required 1-1/3 to 1-1/2 hours on a round trip with a pay load of 24 cu. yds. As far as actual cost is concerned the contractor just about broke even at the bid price of 20 cents per cu. yd. as he had made a deal whereby an equipment company would take the old cats in on trade for new ones at the completion of the job, which was justification for him to get as much service as possible. In ordinary practice it is not economical to excavate and haul with cats and 12 cu. yd. tandem scrapers more than 4000 feet at the bid of $0.20 on topping and $0.10 on haul. On the south half of the job a shovel and trucks were used.

The concrete and pipe work was carried on simultaneously with the grading operations. Supervision on this work was of such mediocre caliber that costs are unreasonably high. The contractor's bid on concrete siphon pipe was altogether too low, which probably was due to no consideration being given the cement collars required at joints.

Erection of crushing plant was begun about April 1st, and was completed about May 20th. Crushing operations were started the first of June and continued until October 7th. (See attached supplementary report for detail of operations on crusher and quarry).

Previous to July 10th, all of the crushed material was stockpiled, but after this date the surfacing material was hauled directly from crusher bins to the road. For spreading the 4½" - 2" materials an Adnum spreader box was used and proved satisfactory. The key and screenings were dumped directly from trucks by use of attached spreader boxes.

The oiling work for the binder was sublet to a Mr. Christenson of Walla Walla, Wash. The remainder of the oiling and placing of mineral aggregate was subbed to Babler Bros.

The loss on this job is primarily due to a low bid, the contractor being $15,084.50 below the second bidder. A fire which damaged 2 - 130 h.p. diesel engines, 2 - 100 KVA generators and some miscellaneous equipment was covered with insurance on the depreciated value as shown on the contractor's books, but the insurance did not fully cover the damage and the loss caused by delay.

E. H. Clymer
Cost Analyst

By . . Henry Jullum

North Powder-Muddy Creek Section

Supplementary Report

Cost of Crushed Rock

	Cost	Quantity	Unit Cost
Erection of Plant	$4,234.46	32,898.4 cu. yd.	0.129
Drill, Shoot & Develop Quarry	15,412.06	" " "	0.468
Load at Quarry	5,012.93	" " "	0.152
Haul to Crusher	3,917.23	" " "	0.119
Crush	15,651.60	" " "	0.476
Proratable Expense (Overhead, Move In etc.)	6,080.00	" " "	0.185
	$50,308.28	32,898.4 cu. yd.	$1.529

Quantities & Sizes of Crushed Materials

4½" - 2"	11,941 cu. yd.
1" - ¼"	3,961 " "
¼" - 0"	2,652 " "
Mineral Aggregate	9,415.5 " "
3/4" - ½"	1,747.2 " "
½" - ¼"	1,260 " "
Screen Rejections	1,921.7 " "
	32,898.4 cu. yd.

REMARKS:

The quarry was located about 3/4 of a mile directly east of the Old Oregon Trail, at Station 285. It had been opened on a prior contract, but the contractor, however, elected to open adjacent to the previous workings. The rock was of massive and tough character and broke in large blocks. These blocks were without fractures and consequently required a great deal of secondary shooting.

A 1 cu. yd. gas shovel was used to load the broken quarry material into Ford trucks. The material that would not pass through the 1 cu. yd. bucket of the shovel was piled off to one side for reshooting while that which passed was loaded on the trucks and hauled to the plant. The trucks backed up to the large jaw crusher and dumped the rock directly into the jaws. This procedure did not work too satisfactorily, as the crusher was constantly being stopped up due principally to no method for regulating the flow of feed.

The crushing plant was erected adjacent to the quarry. Work on the plant was started about April 1st, and was completed May 20th. It consisted of 2 crushers (24" x 36" plain bearing jaw and a 3' cone), 2 screens (3' x 10' four-deck and 3' x 10' three-deck), 2 - 130 h.p. diesel engines, each connected with 100 KVA generators, 8 electric motors (1 - 60 h.p., 2 - 40 h.p. and 5 - 10 h.p.). Operations were begun about the first of June and finished October 7th. While operating, an average of about 40 cu. yd. per hour was maintained on the surfacing rock and about 25 cu. yd. on the mineral aggregate and stockpile materials. Numerous breakdowns were experienced, some being due to bearing trouble on the jaw crusher.

The cost of the crushed rock in the bunkers is abnormally high, and was due mainly to the hard and fractureless character of the quarry rock. The quarry costs, however, could have been decreased somewhat had the crushing plant been set at a distance instead of adjacent to the quarry. This would have given the powderman an opportunity to a more free use of explosives without fear of inflicting damage to the plant. Also, it is apparent that the use of a hand-operated mechanical feeder for the primary crusher would have increased production by partially eliminating the numerous minor interruptions caused by the overfeeding of large pieces. A substitution of a roller bearing jaw crusher for the plain bearing might have decreased the number of breakdowns that were constantly causing cessation of operations.

E. H. Clymer
Cost Analyst

By . . Henry Jullum

#2014

RECEIVED
DEC 28 1938
FOR FILING
184-F

December 28, 1938

Great American Indemnity Company,
Harvey Wells-Reed Insurance Agency,
Failing Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2014, for the construction of the North Powder-Muddy Creek Section of the Old Oregon Trail in Baker County, has been completed by the contractor, Roy L. Houck, and that final settlement will be made by the State with said contractor for work done under said contract on or after January 7, 1939.

The State is not advised of any unpaid claims for labor or material, or of the existance of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $152,596.92, including the final payment. Of this amount $810.34 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. byJ. McFarland.

5

FORM 5-H-1 5M 6-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
DEC 1938
FOR FILING

RECEIVED
1938
DIVISION

December 9, 1938

FAP 154-7

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon.

NOTED
Asst. State Highway Engineer

Attention Mr. S. H. Probert, Office Engineer

Dear Sir:

I am submitting herewith statement of engineering charges in the amount of $94.17 to be assessed against Roy L. Houck for overrun of specified time limit on Contract No. 2014, North Powder-Muddy Creek Section of the Old Oregon Trail in Baker County.

Statement of engineering expenses as mailed to Resident Engineer Swift from your office has been corrected to eliminate any sick or casual leave.

Yours very truly

W. C. WILLIAMS
Division Engineer

WCW:MM
CC RH Baldock
CC HG Smith
Enclosure

RECEIVED
NOV 18 1938
OREGON
STATE HIGHWAY COMMISSION

154-7

November 17, 1938.

Mr. R. H. Baldock,
State Highway Engineer,
Oregon State Highway Commission,
Salem, Oregon.

NOTED
State Highway Engineer

Attention Mr. H. G. Smith, Construction Engineer.

Dear Sir:

In connection with the check of corrections made on the semi-final estimate for the North Powder-Muddy Creek section of the Old Oregon Trail in Baker County. In general, Mr. Swift has confirmed the corrections made by Mr. Mc Allister but takes exception to the matter of trench excavation.

The specifications for the contract clearly state that the width of the trench excavation shall be limited to twice the nominal diameter of the pipe. Mr. Swift allowed a 3.5 foot width for 18 inch pipe, he basing his assumption on the fact that the outside diameter of 18 inch concrete pipe is approximately 22½ inches. If the outside diameter can be considered, then his allowance of 42 inch trench width would be O. K. If you do not consider the outside diameter to be applicable, then the trench width should be limited to 3 feet for the 18 inch size pipe.

In the semifinal estimate as submitted, Mr. Swift had allowed stripping of the gravel pit at Station 85. Specifications state that contractor shall do all stripping of gravel pits at his expense. In the case of the gravel pit at Station 85 the contractor demanded payment for his stripping on the basis that this gravel pit was not designated in the contract and that it contained more stripping then the designated pits.

It is my opinion that there is some merit to the contractor's contention in this issue, as the stripping of the pit at Station 85 was more than the designated pits. I am, therefore, recommending that you give consideration to the allowance for the stripping of of this one pit and I am submitting a supplementary estimate for the same.

Yours very truly

W. C. WILLIAMS
Division Engineer

WCW:MM
CC RH Baldock ✓
CC SH Probert
~~Enclosure~~

RECEIVED
NOV 14 1938
FOR FILING
154-7

November 12, 1938

Mr. E. B. Dixon
Attorney at Law
La Grande, Oregon

Dear Sir:

Reference is made to your letter of November 7, concerning the Ray L. Houck contract, No. 2014, North Powder-Muddy Creek Section, in Baker County.

You are advised that this contract was completed on October 7, 1938, and has not yet been accepted by the Highway Commission. The expiration date for filing claims under the bond on the contract is six months from the date of acceptance by the Highway Commission.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JLcMS

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NOV 9 - 1938
OREGON
STATE HIGHWAY COMMISSION

5

H. E. Dixon
ATTORNEY-AT-LAW
LA GRANDE, OREGON

November 7, 1938

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

In re: State Highway Contract No. 2014
North Powder - Muddy Creek
Project
Contractor - Roy L. Houck

Will you kindly advise as to the official date of the closing of this Contract and the last date within which claims can be filed against the contractor and his Bond by people who furnished material for this particular job.

I represent a claimant who working on settlement, but who does not want to let the time go by within which to file a claim, if necessary. Kindly advise and oblige.

Very truly yours,

H E Dixon

act. 7-

HED:EH

REFERRED
BY SECRETARY

prepare reply

#2014

5

5

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
NOV 12 1938
STATE HIGHWAY COMMISSION

RECEIVED
NOV 12 1938
FOR

7aP 154-7

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

November 10, 1938

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. B. Glaisyer, Secretary

Dear Sir:

I enclose herewith the consent of the Great American Indemnity Company for extension of time on Roy L. Houck's contract No. 2014, North Powder-Muddy Creek Section in Baker County from September 20 to the completion Date of October 7.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
enc

cc H. G Smith

November 2, 1938

Mr. W. C. Williams
Division Engineer
Highway Department
LaGrande, Oregon

Dear Sir:

Reference is made to the E. H. Itschner contract, No. 2070, for the Baker-Flagstaff Hill Section.

The original completion date of this contract was September 30, 1938. According to our records it was not completed until October 12, 1938.

Please take the matter up with Mr. Itschner and request that he make application for an extension of time to October 12 and forward us your recommendation.

Very truly yours,

JMcF:AM

Secretary

5 5

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NOV 14 1938
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 9.

IN YOUR REPLY PLEASE
REFER TO FILE NO.______

November 9, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon F.A.P. 154-F, North Powder-Muddy Creek section, Old Oregon Trail ______, was made by a representative of this office on October 18, 1938. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

FORM 40-1 3M 8-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

5

RECEIVED
NOV 4 - 1938
OREGON
STATE HIGHWAY COMMISSION

FAP 154-7

November 3, 1938

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I enclose herewith request from contractor Roy L. Houck for an extension of time on his contract No. 1014, North Powder-Muddy Creek Section of the Old Oregon Trail in Baker County, from September 20 to October.7.

Mr. Houck had previously been granted an extension of time of twenty days, said extension being based on the destroying of his crusher plant by fire. This extension fully covered the time lost as the result of the fire and in my estimation there is no further basis for extension of time without the penalty. The contractor's failure to complete the project within the time limit, excluding the loss due to the fire, was his negligence in not moving his crushing plant to the project in sufficient time. Several months elapsed after awarding of the contract before actual crushing work was started.

It is my recommendation that the extension be granted from September 20 to October 7, but that all engineering costs for that period be assessed against the contractor.

Very truly yours

W. C. Williams

W. C. WILLIAMS
Division Engineer

WCW:MA
enc

cc H. B. Glaisyer

FORM 5-A-1 10M 5-36

Commissioners
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

NOV 3 1938
FOR FILING
154-

October 31, 1938.

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. C. Williams,
Division Engineer,
La Grande, Ore.

NOTED
State Highway Engineer

Dear Sir:

We are returning to you the notes on concrete monuments set on the North Powder Muddy Creek Section of the Old Oregon Trail, and request that you have the notes checked for the point on bridge Station 426+59.4 PT back equals 8+48.6 P.O.T. ahead.

If the reference points are set on one side of the line as shown in the notes, the distance between the station and the reference point marked S W corner, is apparently wrong. We believe the engineer assumed that the line was running in an easterly direction in which case the distances to the reference points are apparently correctm but points should be shown on the opposide of the Center Line. Will you please check and return to this office.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. C. Smith,
Construction Engineer.

Dictated by
Chas. E. Lew
H
CC to
R.H.Baldock

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
OCT 31 1938
FOR FILING
154-9

October 28, 1938

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. C. Williams,
Division Engineer,
La Grande, Ore.

NOTED
State Highway Engineer

Dear Sir:

With reference to yours of October 24th, we located the levels run on the concrete monuments but find that final constructed line, level and transit notes were not submitted with the records for the North Powder-Muddy Creek Section of the Old Oregon Trail Highway. These should be submitted at your early convenience in order that our final records may be complete.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H
CC to
R.H.Baldock

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
OCT 29 1938
FOR FILING
154-7

RECEIVED
IN REPLY PLEASE REFER TO FILE NO.
28 1938
COMMISSION

October 27, 1938

Mr. Leon Swift
Resident Engineer
Oregon State Highway Commission
Baker, Oregon

Dear Sir:

To date I have received no request from Roy L. Houck for an extension of time on his North Powder-Muddy Creek section for that period from September 20 to date of completion. Mr. Houck has requested and received an extension of time from September 1 to September 20, but he should make immediate application for the additional extension required.

Please give this your prompt attention.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA

cc H. B. Glaisyer ✓

REFERRED TO
BY SECRETARY

#2014

RECEIVED
OCT 22 1938
FOR FILING

154-7

October 22, 1938

Great American Indemnity Company,
Harvey Wells Insurance Agency, Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Roy L. Houck on Contract No. 2014, North Powder-Muddy Creek Section of the Old Oregon Trail in Baker County. This payment will be made on or after November 1, 1938.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FORM [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

154-4

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

October 17, 1938

IN REPLY PLEASE
REFER TO FILE NO.

NOTED
State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

The semifinal estimate on the North Powder section indicates that the total cost of the project was approximately $142,000, as compared with the project authroization of $146,201.34. The underrun was practically all in the contingency item. The contract items showed an underrun of less than 1%, whereas the engineering costs are approximately 5½% of the contract amount.

Several items showed a variation of more than 10% with the preliminary estimate, the reasons for the variations being as follows:

Trench excavation shows an overrun of approximately 40%. This overrun seems to be the result of insufficient estimating in the preliminary quantities. I note that in practically all instances the siphon excavation is greater than estimated. I think this comes from the fact that the siphons were figured from the ground elevation and consideration was not given to the fact that the siphons were to be installed where the existing road was in a cut. This meant that the end elevations of the siphons and the excavation for the siphon boxes was considerably more than anticipated and the overrun was quite general for each installation.

The underrun in excavation is due to it not being possible to take as much material for gravel topping as estimated from the cut at station 193. It was estimated that approximately 84,000 cubic bards of material from this cut could be used as topping, but this amount was not available. As a consequence, the excavation with overhaul and truck haul showed a material underrun and the selected roadbed topping and topping haul items showed an overrun. The total estimated excavation and topping quantities were 123,000 cubic yards, whereas the total of both items used was 115,000 cubic yards, which is approximately the estimated net quantities.

Commissioners
HENRY F. CABELL, Chairman, Portland
E. B. ALDRICH, Pendleton
F. L. TOU VELLE, Jacksonville

H. B. GLAISYER, Secretary

R. H. BALDOCK
State Highway Engineer
Salem

OREGON STATE HIGHWAY COMMISSION
Office of W. C. WILLIAMS, Division Engineer
LA GRANDE, OREGON

In Reply Please
Refer to File No.

Mr. H. G. Smith, Construction Engineer
Subject: Semifinal estimate on the North Powder-Muddy Creek Section, Old Oregon Trail, Baker County - overruns and underruns.

Rounding of cutbanks underran approximately 30%, as cuts of two feet or less were not rounded, due to the fact that the back slope was flattened, eliminating the necessity of rounding.

The total estimated lineal feet of culvert pipe were 830 and 845 feet were installed. There was some change in pipe sizes, however, in that some of the 12 inch and 24 inch pipes were changed to 18 inch, to better fit the ditches served and this caused an overrun of the 18 inch size and an underrun of the 12 inch and the 24 inch sizes. This same condition applies to the siphon pipes, which shows some variation in respective sizes of pipe, but not a variation of 10% in the total amount.

Salvaging culvert pipe underran for the reason that many of the pipes in place were not suitable for further use, so were not salvaged.

Class "A" concrete overran due to the necessity of lengthening the box culverts over the designated length. This extra lengthening was necessary to properly fit the flat slopes of the roadbed. The lengthening of the culvert pipes also increased the amount of metal reinforcement required.

Salvaged surfacing materials underran as only sufficient materials were taken up with which to construct shoulders to the bituminous macadam. This did not require as great an amount as estimated.

Selected roadbed topping overran as hereinbefore described due to the underrun of excavation. There was a 20% underrun of coarse materials in surfacing, although a portion of the estimated amount was extra allowance to the net quantities. The coarse materials were spread with an Adnum spreader and it was set for a thickness of 5 inches for each course. Such a thickness was laid throughout the project, but the amount of materials used were 20% less than the estimated amount. Apparently we had estimated too much material for the required thickness.

Filler and Filler Haul were eliminated as none were required on the project.

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. G. Smith, Construction Engineer
Subject: Semifinal estimate on the North Powder-Muddy Creek Section, Old Oregon Trail, Baker County - overruns and underruns.

Page #3
10-17-38

Sprinkling. A very material overrun occurred in the sprinkling item. The rock quarry used on the project was very difficult to operate and rock output was very low. This resulted in a much longer time required for construction of the rock surfacing than anticipated. The necessity for sprinkling during the period of compaction was therefore lengthened to the extent that the overrun was unavoidable.

Mineral aggregate in place overran approximately 11%. A portion of this overrun was the result of using slightly more of the 2½-1¼ inch rock than estimated in truing up deformities in the base, which had developed as a result of traffic. 460 cubic yards of aggregate were required to cover the prime coat applied to the surfacing and this amount had not been included in the estimate. Otherwise there would have been less than a 10% variation in the item of mineral aggregate.

Hauling of crushed rock to stockpiles was increased as all of the materials were hauled to a state-owned stockpile located at the approximate center of the job. There was not sufficient amount of haul estimated to cover the haul of all the materials to the one stockpile site.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA

cc R. H. Baldock

[illegible]

Commissioners
HENRY F. CABELL, Chairman, Portland
E. B. ALDRICH, Pendleton
F. L. TOU VELLE, Jacksonville

H. B. GLAISYER, Secretary

R. H. BALDOCK
State Highway Engineer
Salem

OREGON STATE HIGHWAY COMMISSION
Office of W. C. Williams, Division Engineer
LA GRANDE, OREGON

RECEIVED
[illegible] 1938

RECEIVED
OCT 13 1938
FOR FILING
154-7

October 11, 1938

In Reply Please Refer to File No.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I am submitting herewith price agreement No. 1 on the North Powder-Muddy Creek Section, Old Oregon Trail in Baker County.

This price agreement is to cover cement adjustment as per general specifications of the contract.

Very truly yours

W C Williams

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock

Form [illegible]—[illegible]—10-37

154-7

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Oct.8,1938, 193

Section North Powder - Muddy Creek

Kind of work Grad and Surf.

Highway Old Oregon Trail

Section prefix 1 - 1113

Contractor Roy Houck

Contract number 2014

Date of contract Oct 22,1937, 193

Date of completion Aug.31,1938, 193

Date work started Nov.10,1937, 193

Estimated date of completion Oct 7,1938, 193

Amount of contract $ 132,183.00

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 131,000.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 7620.00, 6 %

Date project was completed , 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Work finished on this project on Friday of this week. Oct. 7th.

OCT 10 1938

NOTED
VAN SCOY

NOTED
H. N. HACKETT

Signed Dean Swift

Address Baker, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Buildozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
SEP 15 1938
FOR FILING

September 14th, 1938

NOTED
State Highway Engineer

Mr. W. [illegible] Lynch
District Engineer
Bureau of Public Roads
Portland, Oregon

Dear Sir:

Will you kindly concur in the extension of time on Roy L. Houck's Contract No. 2014, North Powder-Muddy Creek Section of the Old Oregon Trail Highway, from August 31st, 1938 to September 20th, 1938.

Mr. Houck's failure to complete this project within the specified time limit was the result of the fire which almost entirely destroyed his crushing plant in the early part of August. Under these circumstances it is recommended that the extension be granted without penalty.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

Dictated by
Chas. E. Low
R

cc to: R. H. Baldock

Commissioners
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

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SEP 14 193
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

154-7

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

September 12, 1938

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

NOTED
State Highway Engineer

Dear Sir:

I am enclosing herewith a request of Roy L. Houck for an extension of time from August 31 to September 20 on his contract No. 2014, North Powder-Muddy Creek Section of the Old Oregon Trail in Baker County.

Mr. Houck's failure to complete his project within the specified time limit was the result of a fire which almost entirely destroyed his crushing plant early in August. Had Mr. Houck not experienced this difficulty, he would very probably have finished within the time limit, notwithstanding the various difficulties he encountered in working the designated quarry.

Mr. Houck has no basis for an extension of time without penalty unless the destroying of his plant by fire would be sufficient reason. If this can be considered, I would recommend that he be granted an extension of time to September 20 without penalty. Otherwise, I can make no recommendation for extension of time.

Mr. Houck has completed all oiling work on the project with exception of the final seal, which will be placed this week.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock

#2014.

RECEIVED
AUG 19 1938
FOR FILING
154-7

August 18, 1938

Mr. E. F. King, Manager,
E. I. Du Pont De Nemours & Co.,
1110 Hoge Building,
Seattle, Washington.

Dear Sir:

Reference is made to your letter of August 16th concerning the Roy L. Houck Contract No. 2014, North Powder-Muddy Creek Section of the Old Oregon Trail in Baker County, consisting of 3.69 miles of grading, surfacing and bituminous macadam.

The bond furnished in connection with the above contract was written by the Great American Indemnity Company for whom the Harvey Wells Insurance Agency, who have offices in the Failing Building, Portland, Oregon, are resident agents.

The amount of the contract and bond is $132,185.00.

The date of completion of the contract is August 31, 1938. However, the time limit will no doubt have to be extended. The matter of penalty will be decided when the extension of time is granted. We are unable to advise you concerning this feature at the present time.

For your further information we wish to advise that the above contract was approximately 56% complete on August 10th.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#2014
[illegible] Co

RECEIVED
AUG 18 1938

DU PONT
ESTABLISHED 1802
E. I. du Pont de Nemours & Company
INCORPORATED
1110 Hoge Building
Seattle, Washington

EXPLOSIVES DEPARTMENT

Seattle, Washington
August 16, 1938

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Will you please give us the following information on the contract Roy L. Houck of Salem has on the reconstruction of six miles of the Old Oregon Trail between North Powder and Haines, Oregon, which contract is known as "North Powder - Muddy Creek Section of the Old Oregon Trail in Baker County, Oregon:-

1. Name of the Surety or Bonding Company and the address of its agent.

2. The amount of the bond.

3. The expected or called for date of completion.

4. The amount of penalty, if any.

5. The contract or project number.

Thanking you in advance for the above information, we are

Very truly yours,

E. F. KING, MANAGER

By Ada Stigenwalt

AS

REFERRED TO
BY SECRETARY

prepare answer

RECEIVED
AUG 17 1938
FOR FILING

FAP 154-7

August 16, 1938

LA GRANDE CONCRETE PIPE COMPANY
LA GRANDE
OREGON

Attention L. F. Kline

Gentlemen:

In response to your inquiry of August 12, you are advised that the contract which Mr. Roy L. Houck has in Baker County is our No. 2014, and is known as the North Powder-Muddy Creek project, consisting of 5.69 miles of grading, surfacing, and bituminous macadam. The bond furnished in connection with this contract was written by the Great American Indemnity Company, for whom the Harvey Wells Insurance Agency, with offices in the Failing Building, Portland, are resident agents.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

#2014

IRRIGATION PIPE DRAIN PI SEWER PIPE CU PIPE SAND AND GRAVEL

LA GRANDE CONCRETE PIPE CO.

P. O. BOX 255
LA GRANDE, OREGON
FACTORY: ISLAND CITY, ORE.

PHONE MAIN 120

RECEIVED
AUG 15 1938
STATE HIGHWAY COMMISSION

Aug.12,1938

Oregon State Highway Commission,
Salem, Ore.

Gentlemen:-

Would you please advise us the number of the contract and the bondsmen for Roy L.Houck's contract for the improvement of the North Powder-Muddy Creek Section of the Old Oregon Trail.

Very truly yours,

L.F.H[illegible]

REFERRED TO
BY SECRETARY

R H Baldock

RECEIVED MAY 1[illegible] 1939 FO[illegible]

FAP 154-F

Aug. 11th, 1938

C[illegible] ANALYSIS TO AUGUST 10th, 1938

Old Oregon Trail Highway, North Powder-Muddy Creek Section

Grading, Surfacing, and Oiling Contract 2014, Prefix 1-1113
Roy L. Houck, Contractor
Dean Swift, Resident Engineer

Item	Cost	Quantity		Approx. Unit Cost	Unit Bid	Gross Revenue
Clearing and Grubbing	$ 200.00	100%				$ 1,500.00
Trench Excavation	1,120.80	1,120.8	cu. yd.	1.00	1.00	1,120.80
Excavation Single Class	18,967.34	74,890	cu. yd.	0.26	0.18	13,480.20
Overhaul	1,422.00	71,100	yd. sta.	0.02	0.01	711.00
Truck Haul	4,999.50	33,300	yd. mi.	0.15	0.10	3,330.00
Finishing Roadbed and Slopes	1,710.00	5.70	Mi.	300.00	300.00	1,710.00
Rounding Cutbanks	600.00	10,000	lin. ft.	0.06	0.08	800.00
12" Concrete Pipe	237.60	216	lin. ft.	1.15	1.00	216.00
18" " "	485.85	237	lin. ft.	2.05	2.00	474.00
24" " "	338.55	111	lin. ft.	3.05	3.00	333.00
36" " "	1,460.00	200	lin. ft.	7.30	8.00	1,600.00
12" " Siphon Pipe	91.35	63	lin. ft.	1.45	1.00	63.00
18" " " "	1,279.20	492	lin. ft.	2.60	2.00	984.00
24" " " "	704.55	183	lin. ft.	3.85	3.00	549.00
30" " " "	330.00	60	lin. ft.	5.50	4.70	282.00
Salvaging Culvert Pipe	210.00	420	lin. ft.	0.50	0.50	210.00
Class "A" Concrete	3,523.22	86	cu. yd.	40.97	30.00	2,580.00
Class "D" Concrete	3,195.48	78	cu. yd.	40.97	25.00	1,950.00
Metal Reinforcement	684.00	11,400	lbs.	0.06	0.06	684.00
Salvaging Surfacing Mat'ls.	497.50	1,990	cu. yards	0.25	0.18	358.20
Selected Roadbed Topping	6,310.00	30,200	cu. yd.	0.21	0.20	6,040.00
Hauling Roadbed Topping	5,720.00	57,200	yd. mi.	0.10	0.10	5,720.00
Coarse Mat'ls. in Surfacing	17,164.92	9,140	cu. yd.	1.88	1.65	15,081.[illegible]
Key Mat'ls. in Surfacing	4,037.70	2,150	cu. yd.	1.88	1.65	
Screening in Surfacing	4,131.60	2,200	cu. yd	1.88	1.65	

Item	Cost	Quantity	Approx. Unit Cost	Unit Bid	Gross Revenue
Sprinkling	$2,402.95	2,190 M. Gals.	1.10	1.50	$3,285.00
Preparation of Base	460.00	4.60 Mi.	100.00	100.00	460.00
E. W. Order #1 (Flumes to Siphon Boxes)	305.02				305.02
E. W. Order #2 (Patrolman on Siphon Boxes)	271.00				271.00
	$82,860.13				$71,274.72

Total Cost	$82,860.13
Gross Revenue	71,274.72
Net Loss	11,585.41

Net Loss Equals 16.2% of Gross Revenue

North Powder-Muddy Creek Section

Detail of Cost

Labor:			
Supervision		$2,450.60	
Labor		27,551.61	
State Industrial Accident Insurance		2,170.50	
Unemployment Insurance and Social Security		1,204.08	
			$33,376.79
Materials:			
12" Concrete Pipe	216 Lin. Ft. at 0.75	162.00	
18" " "	237 " " at 1.60	379.20	
24" " "	111 " " at 2.45	271.95	
36" " "	200 " " at 5.50	1,100.00	
12" " Siphon Pipe	63 " " at 0.75	47.25	
18" " " "	492 " " at 1.60	787.20	
24" " " "	183 " " at 2.45	448.35	
30" " " "	60 " " at 3.75	225.00	
Cement		723.36	
Mineral Aggregate		860.00	
Metal Reinforcement	11,400 lbs. at 0.048	547.20	
			5,551.51
Equipment Rental Supplies and Miscellaneous			
Equipment Rental		31,787.75	
Gas, Oil and Grease		8,869.72	
Powder		3,100.00	
Small Tools, Supplies, Repairs and Misc.		8,927.63	
Moving In Expense		3,204.65	
Lumber		1,526.23	
Overhead and Misc. Expense		1,394.35	
Bond 1% of Gross Revenue		718.00	
Home Office 2% of Gross Revenue		1,436.00	
			60,964.33
Deduction for Stockpiled Crushed Materials and Non-Prorated Expenses			- 17,032.50
Total			$82,860.13

North Powder-Muddy Creek Section

REMARKS:

This contract consists of the grading, surfacing and oiling of 5.69 miles of roadway. It was bid and awarded on Oct. 22, 1937; work was started Nov. 15th and up to Aug. 10th, 1938 was about 85% complete.

The excavation work was accomplished with cats and LeTourneau scrapers. Operations were continued until Dec. 24th, 1937, at which time the wet and cold weather made conditions intolerable. The excavation material was of such a nature that with a little moisture, it became so slick that cats were required to pull part of the heavy traffic through the job. On March 20th, grading operations were again started, and on May 7th, this phase of the contract was completed.

The topping for the north half of the contract was moved with cats and LeTourneau scrapers in tandem. On a long haul of about 3 miles this equipment consumed 1 1/3 to 1½ hours on a roundtrip with a pay load of 24 cu. yds. For cost, the contractor would just about break even on such a long haul if nominal equipment rental rates be used. As the contractor had made a deal for new cats on an agreement whereby the equipment company would take the old cats in at the end of this job, he felt justified in getting as much service as possible, as the deal had been signed. On the south half shovel and trucks were used.

The concrete and pipe work was carried on simultaneously with the grading operations. Supervision on this work was of such mediocre caliber that the costs are unreasonably high. The contractor's bid on concrete siphon pipe was too low, which probably was due to no consideration being given the cement collars required at joints.

Erection of plant was started about April 1st, and was completed about May 20th. Crushing operations were begun about the first of June. Numerous breakdowns on the large plain bearing jaw crusher has retarded the work considerably. When operating the plant averages about 40 cu. yds. per hour. Up to July 10th, all of the material crushed was stockpiled.

The rock in the quarry drills fairly easy but breaks up very large, and a great deal of reshooting is necessary to bring it to a size which can pass into the 24" x 36" jaw crusher.

The coarse surfacing material has been laid with an Adnum spreader box. This piece of equipment has proved itself very satisfactory on this job. To date about 1.3 miles of single lift surfacing remains to be done.

The contractor's bid was too low. The fire which destroyed two 120 H.P. cat diesel engines, a 315 diesel compressor, and some miscellaneous equipment will increase the loss on this job. This loss has not been incorporated in this report. Instead of bringing in new power units the contractor has connected to the electric power company's line. Babler Bros. will probably move in on August 22nd to start laying the bituminous macadam. It is anticipated

North Powder-Muddy Creek Section

Remarks (Cont'd)

that the contract will nearly be complete by the specified completion date which is Aug. 31st.

E. H. Clymer
Cost Analyst

By . . Henry Jullum

FORM [illegible]
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
JUN 28 1938
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

154-7

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
JUN 27 1938
OREGON
STATE HIGHWAY COMMISSION
IN REPLY PLEASE
REFER TO FILE No.

June 25, 1938

NOTED
State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I am enclosing herewith copy of a sub-contract for which approval has been requested by Roy L. Houck, contractor on the North Powder-Muddy Creek Section. You will note that the sub-contract is to cover subletting of the bituminous macadam construction to Babler Brothers.

Babler Brothers are a very competent firm of contractors and as the amount of the sub-contract is well within the specified amount, approval of the sub-contract is requested.

If you will notify me of your approval, I will advise the contracting parties.

Yours very truly

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock ✓

FORM 5-M-1 1M 1-38
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

154-7

May 28, 1938

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
State Highway Engineer

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

Enclosed herewith is extra work order No. 2 on the North Powder-Muddy Creek section of the Old Oregon Trail.

This work order in the amount of $350 is to cover additional expense of maintenance on newly constructed siphon boxes. The contractor completed the installation of the siphons in a satisfactory manner, but due to leaks, mostly the result of squirrel holes, around the siphon boxes, considerable trouble developed and unless properly protected, considerable damage can be done. It does not appear that this work is a responsibility of the contractor under his bid item and approval of the extra work order is therefore requested.

Additional project authorization is not required.

Very truly yours

W. C. WILLIAMS
Division Engineer

Cw:MA
enc.

cc R. H. Baldock

FORM 5-M-1 1M 1-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

May 7, 1938

154-4

IN REPLY PLEASE
REFER TO FILE NO.

[illegible]VED
[illegible] 1938
[illegible]

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
State Highway Engineer

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I am enclosing herewith extra work order No. 1 in the amount of $320.00 on the North Powder-Muddy Creek Section, Old Oregon Trail in Baker County. Additional project authorization will not be required.

This work is to cover the construction of flumes to serve as inlets and outlets to siphon boxes. Due to the height of many siphon boxes which are in deep cuts, we are unable to compact the light soil of that locality sufficiently to keep irrigation water from washing around the boxes. The flumes are to serve to carry the water in and out of the boxes for several years and by the time the flumes have decayed, the soil will be sufficiently compacted to avoid the necessity of further maintenance of the flumes.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock ✓

FORM 5-M-1 1M 1-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

April 29, 1938

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MAY 2 - 1938
OREGON
STATE HIGHWAY COMMISSION
IN REPLY PLEASE REFER TO FILE NO.

7af 154-7

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
Highway Engineer

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

Mr. Roy L. Houck, contractor on the North Powder-Muddy Creek Section of the Old Oregon Trail Highway recently poured an extension to a box culvert without proper supervision of an inspector.

Inspector Moore was called to John Day for some work in that vicinity and he advised Mr. Houck that he would be back Friday in time for work on that day. Mr. Moore was detained at John Day, however, and did not get back until about 3 o'clock. The contractor in the mean while, when no inspector arrived on the job, proceeded pouring approximately 10 yards of concrete.

There is no indication that the work was slighted in any way. The steel was on hand and undoubtedly was properly in place. A check of the cement shows sufficient, in fact a slight excess of cement had been used. Under the circumstances I do not intend to take any action in the matter and unless advised by you to the contrary, will accept the box culvert as satisfactory.

Very truly yours

W. C. Williams

W. C. WILLIAMS
Division Engineer

WCW:MA

cc G. S. Paxson
R. H. Baldock
Dean Swift

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JAN 15 1938
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154

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
BUILDING
PORTLAND, OREGON

RECEIVED
JAN 14 1938
OREGON
STATE HIGHWAY COMMISSION

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon F.A.P. 154-F
North Powder-Muddy Creek section
Old Oregon Trail

January 13, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

Ken

Appr 32529.

Form P. R. 2

State Oregon

Federal Aid Project No. 15-F

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—6519

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 30th day of September, 1937

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 15th day of February, 1922, a project statement, which was approved by the Secretary on the 23rd day of March, 1922, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section F of said project which were recommended for approval by the United States District Engineer on the 4th day of October, 1937; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of eighty-four thousand, nine hundred thirty and 00/100 dollars ($84,930.00) as the share of the United States payable under said act on account of Section F of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

Article I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State under Chap. 175, laws 1917; Chap. 31, laws 1920.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

Article II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 125+50 in the NE¼ Sec. 21, T. 7 S., R. 39 E., and survey station 426+07.7 in the SE¼ Sec. 22, T. 6 S., R. 39 E., W.M., the easterly end of Section A of said project

, length 5.692 miles, in Baker County, being Section B of Oregon Federal Aid project No. 154, consisting of 5.692 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~of miles in length~~

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DISTRICT 1

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section F of said project shall not in any event exceed the sum of eighty-four thousand, nine hundred thirty and 00/100 dollars ($84,930.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one hundred thirty-nine thousand, two hundred thirty and 00/100 dollars ($139,230.00), the approved total estimated cost of Section F of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, laws 1927.

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 4th day of January, 1938

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell

Chairman, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By F. L. Tou Velle

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

SECRETARY OF AGRICULTURE,

By

Acting Chief, Bureau of Public Roads.

8—8512

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Project No. 154-F, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 139,230.00 as the total estimated cost of said project, and the sum of $ 84,930.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 4th day of January one thousand nine hundred and thirty-eight

SECRETARY OF AGRICULTURE,

By H. J. O'Leary
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1934 8—4339

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

(Stencil #28)

RECEIVED
30 1937
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon F.A.P. 154-F
North Powder-Muddy Creek section
Old Oregon Trail

154-F

November 27, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

FORM 5-M-1 1M 5-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

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18 1937

154-9

November 17, 1937

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engr.

Dear Sir:

Enclosed herewith is an order for state force work on the North Powder-Muddy Creek Section, Old Oregon Trail in Baker County. This work order covers building or rebuilding of right of way fences both on right of way and gravel pits as specified in right of way options.

We do not have an option for the gravel pit purchased from Herman F. White, so do not know if fencing by the State is required. If not, the 170 rods specified opposite Station 338+48 may be eliminated from the work order.

This is a right of way obligation and is not chargeable to the construction project.

Very truly yours

NOTED

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock ✓
J. M. Devers

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NOV 18 1937
OREGON
STATE HIGHWAY COMMISSION

#2014

STANDARD OIL COMPANY OF CALIFORNIA

SALES DEPARTMENT
R. T. VIVIAN
DISTRICT SALES MANAGER
O. L. HARDING
ASSISTANT DISTRICT SALES MANAGER

OFFICE
FIRST NATIONAL BANK BLDG.
11 SOUTH SECOND STREET
P O DRAWER 56

WALLA WALLA, WASH.

154-7

November 17, 1937

Roy L. Houck,
212 U.S.Nat'l Bank Bldg.,
Salem, Oregon
Contractor
Job No. 154-F
Grading, graveling and oiling North Powder
-Muddy Creek section, Old Oregon Traul U.S.#30

Oregon State Highway Commission,
Salem, Oregon

Gentlemen:

Will you kindly fill out and return to us the attached form covering work of grading, graveling and oiling the North Powder-Muddy Creek section Old Oregon Trail - U.S. #30, which was awarded above contractor.

Yours very truly

STANDARD OIL COMPANY OF CALIFORNIA
R.T.Vivian, District Sales Manager

By A. E. Welcome
District Credit Man EBG

EBG:DH
Attach

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NOV 17 1937
FOR FILING
154-7

November 17, 1937

Mr. W. E. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the North Powder-Muddy Creek Section, FA Project No. 154-F.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

Encl.

Oregon State Highway Department Federal Aid Project No. 154-F

NORTH POWDER-MUDDY CREEK SECTION
OF THE OLD OREGON TRAIL IN BAKER COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 17, 1937

All Required		Clearing and Grubbing		$ 1,500.00
1,050	cu. yds.	Trench Excavation	$ 1.00	1,050.00
103,000	cu. yds.	Excavation, Single Classif.	.18	18,540.00
110,000	yd. sta.	Overhaul	.01	1,100.00
57,000	yd. mi.	Truck Haul	.10	5,700.00
5.70	miles	Finishing Roadbed and Slopes	300.00	1,710.00
16,000	lin. ft.	Rounding Cutbanks	.08	1,280.00
330	lin. ft.	12" Concrete Pipe	1.00	330.00
140	lin. ft.	18" Concrete Pipe	2.00	280.00
160	lin. ft.	24" Concrete Pipe	3.00	480.00
200	lin. ft.	36" Concrete Pipe	8.00	1,600.00
20	lin. ft.	12" Concrete Siphon Pipe	1.00	20.00
580	lin. ft.	18" Concrete Siphon Pipe	2.00	1,160.00
200	lin. ft.	24" Concrete Siphon Pipe	3.00	600.00
70	lin. ft.	30" Concrete Siphon Pipe	4.70	329.00
800	lin. ft.	Salvaging Culvert Pipe	.50	400.00
65	cu. yds.	Class "A" Concrete	30.00	1,950.00
80	cu. yds.	Class "D" Concrete	25.00	2,000.00
8,000	lbs.	Metal Reinforcement	.06	480.00
2,800	cu. yds.	Salvaging Surfacing Materials	.18	504.00
2,600	cu. yds.	Stock Piling & Reloading Surfacing Materials	.25	650.00
1,400	yd. mi.	Hauling Salvaged Materials	.10	140.00
20,000	cu. yds.	Selected Roadbed Topping	.20	4,000.00
24,000	yd. mi.	Hauling Topping Materials	.10	2,400.00
15,000	cu. yds.	Coarse Materials in Surfacing	1.65	24,750.00
3,600	cu. yds.	Key Materials in Surfacing	1.65	5,940.00
3,000	cu. yds.	Screenings in Surfacing	1.65	4,950.00
1,000	cu. yds.	Filler	.40	400.00
1,000	yd. mi.	Hauling Filler	.10	100.00
900	M-Gal.	Sprinkling	1.50	1,350.00
5.70	miles	Preparation of Base	100.00	570.00
8,500	cu. yds.	Mineral Aggregate in Place	2.50	21,250.00
180	tons	Cutback Asphalt in Place	25.00	4,500.00
560	tons	Asphalt in Place	26.00	14,560.00

Subtotal	$ 126,573
10% Engr. & Cont.	12,657
Total	$ 139,230

Length	5.692 miles
Cost per mile	$ 24,460

Federal Aid Funds Requested- -	$ 84,930
State Funds- -	54,300
	$ 139,230

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

[illegible]

RECEIVED
NOV 12 1937
FOR FILING

154-7

November 10, 1937

Mr. Roy L. Houck
212 U. S. National Bank Building
Salem, Oregon

Dear Sir:

We hand you herewith a fully executed copy of Contract No. 2014 which was awarded to you on October 22 by the State Highway Commission for the construction of the North Powder-Muddy Creek Section of the Old Oregon Trail Highway, in Baker County.

This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

RECEIVED
OCT 28 1937
FOR FILING

154-7

October 23, 1937

Mr. Roy L. Houck
1585 North 20th St.
Salem, Oregon

Dear Sir:

The State Highway Commission on October 22, 1937, awarded you the contract for 5.69 miles grading, surfacing and penetration type bituminous macadam wearing surface, also furnish 3,000 cu. yds. crushed rock in stock piles for the North Powder-Muddy Creek Section of the Old Oregon Trail in Baker County. This award was based on your low bid of $132,183 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

AM

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
OCT 26 1937
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE
REFER TO FILE No. 154-7

October 22, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. 154-F, North Powder-Muddy Creek section of the Old Oregon Trail, to Roy L. Houck, Salem, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By F E Andrews

F. E. Andrews
Sr. Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. 154-7

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
[illegible] - 1937
STATE HIGHWAY COMMISSION

October 6, 1937.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Project No. 154-F, the North Powder-Muddy Creek Section of the Old Oregon Trail, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

The plans as submitted are satisfactory except for the steel details for one culvert. According to our calculations, there is only one-half the required amount of steel in the bottom slab of the 2'x4' culvert, Drawing #4996. Will you please make the necessary correction and furnish us five prints of the revised drawing.

Very truly yours,

W. H. LYNCH
District Engineer

By

F. E. Andrews
Sr. Hwy. Engineer

Copy to Paxson, Oct. 7

October 4, 1937

Mr. W. E. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

In accord with the request of Mr. Davis by telephone, we are sending, under separate cover, five additional copies of bid proposals for the North Powder-Muddy Creek Section, FA Project No. 154-F, which copies are to replace those sent previously which were apparently lost in the mail.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ME

October 1, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate to accompany plans and specifications for the North Powder-Muddy Creek Section, Federal Aid Project No. 154-F.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. H. Nash/GS

Encl.

Oregon State Highway Department　　　　Federal Aid Project No. 154-F

Cost per mile　$ [illegible]

NORTH POWDER-MUDDY CREEK SECTION

ON THE OLD OREGON TRAIL IN BAKER COUNTY

Federal Aid Funds - - - - $ [illegible]
State Funds - [illegible]

(Estimate to accompany plans and specifications. Not as basis for project agreement.)　$ 164,510

Salem, Oregon, October 1, 1937

All Required		Clearing and Grubbing		$ 1,000.00
1,050	cu. yds.	Trench Excavation	$ 1.00	1,050.00
103,000	cu. yds.	Excavation, Single Classif.	0.27	27,810.00
110,000	yd. sta.	Overhaul	0.01	1,100.00
57,000	yd. mi.	Truck Haul	0.15	8,550.00
5.70	miles	Finishing Roadbed & Slopes	250.00	1,425.00
16,000	lin. ft.	Rounding Cutbanks	0.10	1,600.00
330	lin. ft.	12" Concrete Pipe	1.50	495.00
140	lin. ft.	18" Concrete Pipe	2.00	280.00
160	lin. ft.	24" Concrete Pipe	3.00	480.00
200	lin. ft.	36" Concrete Pipe	5.00	1,000.00
20	lin. ft.	12" Concrete Siphon Pipe	1.75	35.00
580	lin. ft.	18" Concrete Siphon Pipe	2.25	1,305.00
200	lin. ft.	24" Concrete Siphon Pipe	3.25	650.00
70	lin. ft.	30" Concrete Siphon Pipe	4.25	297.50
800	lin. ft.	Salvaging Culvert Pipe	0.75	600.00
65	cu. yds.	Class "A" Concrete	25.00	1,625.00
80	cu. yds.	Class "D" Concrete	25.00	2,000.00
8,000	lbs.	Metal Reinforcement	0.06	480.00
2,800	cu. yds.	Salvaging Surfacing Materials	0.50	1,400.00
2,600	cu. yds.	Stockpiling & Reloading Surfacing Materials	0.30	780.00
1,400	yd. mi.	Hauling Salvaged Materials	0.12	168.00
20,000	cu. yds.	Selected Roadbed Topping	0.28	5,600.00
24,000	yd. mi.	Hauling Topping Materials	0.12	2,880.00
15,000	cu. yds.	Coarse Materials in Surfacing	1.80	27,000.00
3,600	cu. yds.	Key Materials in Surfacing	1.80	6,480.00
3,000	cu. yds.	Screenings in Surfacing	1.80	5,400.00
1,000	cu. yds.	Filler	0.40	400.00
1,000	yd. mi.	Hauling Filler	0.15	150.00
900	M-Gal.	Sprinkling	1.75	1,575.00
5.70	miles	Preparation of Base	100.00	570.00
8,500	cu. yds.	Mineral Aggregate in Place	2.90	24,650.00
180	tons	Cutback Asphalt in Place	28.00	5,040.00
560	tons	Asphalt in Place	28.00	15,680.00

Subtotal	$ 149,555
10% Engr. & Cont.	14,955
Total	$ 164,510

Length	5.692 miles
Cost per mile	$ 27,145

Federal Aid Funds Requested - - - - - - - - - - - - - - - - - - -	$ 100,360
State Funds -	64,150
	$ 164,510

CONTRACT 2015

2-1201 Lincoln County Line-Alsea Mtn.Sec,
2015 Alsea Hwy.

RECEIVED
AUG 12 1938
FOR FILING

2-1201

August 11, 1938

STANDARD OIL COMPANY OF CALIFORNIA
Portland, Oregon

Attention C. D. Everett

Gentlemen:

Reference is made to your letter of August 10 concerning R. O. Dail and Warren Bros., Inc., contract, No. 2015, Lincoln County Line-Alsea Mountain Section, in Benton County.

You are advised that this contract was completed May 31, 1938, and was accepted June 30, 1938. The warrant covering the last payment was made to the contractors on July 18, 1938.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

STANDARD OIL COMPANY OF CALIFORNIA

OFFICE
3RD FLOOR [illegible] BLDG.
[illegible] S W YAMHILL
P. O. [illegible] 950

SALES DEPARTMENT
E. V. BURNS
~~[illegible]~~
DISTRICT SALES MANAGER
T. F. GUNN
G. H. MOORE
ASSISTANT DISTRICT SALES MANAGERS

PORTLAND, ORE.

RECEIVED
AUG 11 1938
OREGON
STATE HIGHWAY COMMISSION

August 10, 1938

R. O. Dail & Warren Bros. Inc.

Oregon State Highway Comm.
Salem, Oregon

Gentlemen:

Will you please inform us the date this contract, #2015, which calls for the furnishing of 6000 cubic yards of crushed rock in stock piles for the Lincoln County Line-Alsea Mountain Section of the Alsea Highway, was completed.

We would also like to know the date of the last payment made to the contractor and also if that sum included final settlement.

For your convenience in replying a stamped, addressed envelope is enclosed.

Yours very truly

STANDARD OIL COMPANY OF CALIFORNIA

E. V. Burns, District Sales Manager

By
District Credit Man CDE

CDE:LP

#2015

RECEIVED
JUN 23 1938
FOR FILING

2-1201

June 22, 1938

United States Fidelity & Guaranty Company,
M. E. Sprott, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2015 for the construction of the Lincoln County Line-Alsea Mountain Section of the Alsea Highway in Benton County, has been completed by the contractors, R. O. Dail and Warren Bros. Inc., and that final settlement will be made by the State with said contractors for work done under said contract on or after July 2, 1938.

The State has not been advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, andyou are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $11,419.96 including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED
JUN 15 1938
FOR FILING

#2015
Benton Co

UNITED STATES FIDELITY AND GUARANTY COMPANY
PORTLAND OFFICE
1112 BEDELL BUILDING, PORTLAND, OREGON

MORRISON K. SPROTT
Manager

TELEPHONE: ATWATER 8483

2-1201

RECEIVED
JUN 10 1938
STATE HIGHWAY COMMISSION

June 9, 1938

Oregon State Highway Commission
Salem, Oregon

Re: 58009-12-631-37 - R.O.Dail & Warren Bros., Inc.

Gentlemen:

The above captioned bond covers contract for furnishing 6,000 cu. yds. crushed materials in stock piles Lincoln County Line-Alsea Mountain Section of the Alsea Highway in Benton County.

The last time we heard from you you stated that the probable date of completion would be May 31st. This contract has probably been completed by now so we ask that you kindly complete the enclosed form and return it to this office.

Thanking you in advance, we are

Yours very truly,

Raymond C. Weiss
Surety Superintendent

JJ
Encl-

Form 330—2M—10-37

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 4, 1938

Section Lincoln Co. Line Alsea Mtn

Kind of work Rock Production

Highway Alsea

Section prefix 2-1201

Contractor R.O. Dail & Warren Bros. Inc

Contract number [illegible]

Date of contract Oct. 22, 1937

Date of completion May 31, 1938

Date work started Jan. 7, 1938

Estimated date of completion ✓, 193

Amount of contract $ 11,103.00

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 11,608.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 827, %

Date project was completed May 31, 1938

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contract was completed on May 31st. Final estimate sent to Salem on June 3rd

RECEIVED
JUN - 6 1938
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 3

Signed

Address Newport, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... **County,** ......%; .... **County,** ......%; .... **County,** ......%; .... **County,** ......%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., **Power graders** ...., **Rollers** ...., **Mixers** ...., **Crushing or screening plants** ....,

Compressors ...., **Bulldozers** ...., **Sheet-foot rollers** ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
NOV 12 1937
FOR FILING
2-1201

November 10, 1937

R. O. BAIL & WARREN BROS., Inc.
7925 N. E. Halsey
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2015 which was awarded to you by the State Highway Commission on October 22, 1937, for the furnishing of crushed materials in stock piles on the Lincoln County Line-Alsea Mountain Section of the Alsea Highway, in Benton County.

This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

RECEIVED
OCT 28 1937
FOR FILING

2-1201

October 22, 1937

R. C. Dail and Warren Bros., Inc.
Third and Park
Aberdeen, Washington

Gentlemen:

The State Highway Commission on October 22, 1937, awarded you the contract for furnishing 6,000 cu. yds. crushed rock or crushed gravel in stock piles on the Lincoln County Line-Alsea Mountain Section of the Alsea Highway, in Benton County. This award was based on your low bid of $11,100 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

AM

CONTRACT#2016

16-1201 Wasco County Line-Madras Section,
2016 The Dalles-California Hwy.

R.H. Baldock

RECEIVED
JUN 20 1938
FOR FILING

16-1201

June 16th, 1938

FINAL COST ANALYSIS
The Dalles-California Highway
Wasco County Line-Madras Section

H. L. Rice, Contractor
Forrest Cooper, Resident Engineer

NOTED
-ate Highway Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
3/4"-½" Cr. Rock in Stockpile	$3,343.74	2,630.4 cu. yd.	1.27	1.41	$3,708.86
½" - ¼" " " " "	4,363.24	3,432.4 " "	1.27	1.41	4,839.68
¼" - 0" " " " "	1,576.28	1,240.0 " "	1.27	1.41	1,748.40
Screen Rejections	426.35	1,705.4 " "	0.25	0.25	426.35
Force Account	25.86				25.86
Haul Adjustment	467.26	3,893.8 yd. mi.	0.12	0.12	467.26
Sale to Private Parties	405.00	225 cu. yd.	1.80	2.35	528.75
	$10,607.73				$11,745.16

Gross Revenue	$11,745.16
Total Cost	10,607.73
Net Profit	$1,137.43

Net Profit Equals 9.7% of Gross Revenue

Wasco County Line-Madras Section

DETAIL OF COST

Labor:		
Supervision (Includes H. L. Rive, 2½ mos. at $200.00)	$825.00	
Labor	3,219.09	
State Industrial Accident Insurance	195.84	
Social Security & Unemployment Insurance	76.10	
		$4,316.03
Equipment Rental, Supplies & Miscellaneous:		
Equipment Rental	$2,530.00	
Gas, Oil & Grease	1,427.70	
Small Tools, Repairs & Misc.	896.27	
Rented Equipment	341.67	
Explosives	700.00	
Lumber	71.06	
Misc. Overhead Expense	217.41	
Bond 1% of Gross Revenue	107.59	
		$6,291.70
Total Cost		$10,607.73

Cost of Crushed Rock in Stockpile

	Cost	Quantity	Unit Cost
Drill & Shoot Quarry	$1,584.24	9,233.2 cu. yd.	$0.172
Drag Material to Plant	864.68	" " "	0.094
Crush	3,302.40	" " "	0.358
Set Up Plant	604.37	" " "	0.065
Haul to Stockpiles	2,290.86	" " "	0.248
Stockpiling Expense	463.23	" " "	0.050
Overhead & Proratable Expense	1,472.09	" " "	0.159
	$10,581.87	" " "	$1.146

Sizes & Quantities of Crushed Material

3/4"- ½"	2,630.4 cu. yd.
½"-¼"	3,432.4 " "
¼"-0"	1,240.0 " "
Screen Rejections	1,705.4 " "
Miscellaneous	225 " "
	9,233.2 cu. yd.

Wasco County Line-Madras Section

REMARKS:

This contract consisted of the production of 6,200 cubic yards of crushed materials in stockpiles. It was awarded on October 22nd, 1937; work was started November 1st, 1937 and completed April 23rd, 1938.

The quarry contained material of good quality. Vertical drilled holes were used in shooting the rock, and the resulting broken material contained very little oversize for the primary crusher. The crushing plant consisted of 14" x 30" Champion jaw crusher, 36" x 20" Badger rolls, 3' x 8' triple deck Simplicity screen and 120 h.p. H. P. Buda diesel engine. A hoist equipped with 1½ cu. yd. Crescent bucket was used to drag material to plant. Crushing was started November 29th, 1937 and continued for about a week, at which time due to bad weather work was discontinued until March 17th, and was finished April 23rd, 1938. While operating the plant produced about 15 cu. yds. per hour. The haul to stockpiles averaged about 3½ miles.

Considering the wet winter weather, the costs on this job were kept very low. The contractor has a good organization and operates efficiently.

F. H. Clymer
Cost Analyst

By . . Henry Jullum

RECEIVED
JUN 6 1938
FOR FILING

16-1201

#2016

June 4, 1938

United States Fidelity & Guaranty Company,
Walter F. Cline, Agent,
Board of Trade Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2016 for the construction of the Wasco County Line-Madras Section of the Dalles-California Highway in Jefferson County, has been completed by the contractor, H. L. Rice, and that final settlement will be made by the State with said contractor for work done under said contract on or after June 14th, 1938.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $11,216.41, including the final payment. Of this amount $25.86 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dist. by J. McFarland.

ORE

#2016

16-1201

May 5, 1938

United States Fidelity & Guaranty Company,
Walter F. Cline, Agent,
Board of Trade Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to E. L. Rice on contract No. 2016 for the construction of the Wasco County Line-Madras Section of The Dalles-California Highway in Jefferson County. This payment will be made on or after May 14, 1938.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary/

Dict. by J. McFarland.

Form 330—5M—6-37

RECEIVED
MAY 2 - 1938
[illegible]ISSION

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending April 30,1938, 193

Section Wasco County Line-Madras	*Kind of work* Rock Production
Highway The Dalles-California	*Section prefix* 16-1201
Contractor H.L.Rice	*Contract number* 2016
Date of contract ~~Nov.1,1937~~ Oct.22,1937, 193	*Date of completion* June 30,1938, 193
Date work started Nov.1,1937, 193	*Estimated date of completion* April 23,1938, 193
Amount of contract $8,742.00	*Per cent of time elapsed* 76 %

Estimated cost of completed project, exclusive of engineering $11,252.25

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $580.00, 5.16 %

Date project was completed April 23,1938, 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Job completed and final records sent to Division Engineer on Thursday April 28.

All State owned stock pile sites have been permanently marked in the field.

FINAL REPORT

NOTED

Signed Cooper

Address Madras, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			20.51		
Miles partially completed					
Miles completed					
Total estimated quantities			7,310.1		
Estimated quantities moved or placed to date			7,310.1		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... **County,** ....%; .... **County,** ....%; .... **County,** ....%; .... **County,** ....%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., **Power graders** ...., **Rollers** ...., **Mixers** ...., **Crushing or screening plants** ....,

Compressors ...., **Bull dozers** ...., **Sheet-foot rollers** ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

FORM [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
[illegible] 1938
FORWARDING

16-12-01

April 12th
1938

RECEIVED
[illegible] 13 1938
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

NOTED
State Highway Engineer

Dear Sir:

Herewith monthly estimate #2, Contract #2016, Wasco County Line-Madras Rock Production project.

We call your attention to item of Extra Work under Extra Work Order #1, fencing stockpile sites, building hauling road, etc. You will note that the contractor has not received an allowance for social security of 1% or unemployment compensation of 3%.

When the contractor submitted his bill his attention was called to the fact that he had not claimed payment for these items but rather than recompile pay rolls and revise the statement he elected to waive claim for payment.

In regard to the 4½% allowed on industrial insurance. This item was questioned as the schedule shows him on a base rate of 5%. However, he claims that 4½% is all that he is paying.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f

Encl.

cc-Mr. R. H. Baldock ✓
Mr. Forrest Cooper

FORM 9-A-1 2M 1-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
APR 4 1938
FOR FILING

16-1201

March 28th
1938

NOTED

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

We are forwarding you herewith three copies of a price agreement covering the purchase of 1,000 cubic yards of crushed rock from Contractor H. L. Rice on the Wasco County Line-Madras section, Project Contract #2014.

This is in accordance with your letter of instructions under date of March 23, 1938.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f
cc-Mr. R. H. Baldock ✓
Encl.
cc- Mr. Forrest Cooper

A

FORM 8-A-1 2M 1-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
APR 4 1938
FOR FILING

76-12

March 24th
1938

Mr. Forrest Cooper
Resident Engineer
State Highway Department
Madras, Oregon

NOTED
State Highway Engineer

Dear Sir:

Confirming telephone instructions we enclose herewith copy of a communication received from the office of the Construction Engineer requesting that a price agreement be secured from Contractor H. L. Rice for the furnishing of a proximately 1,000 yards of additional material at the stockpile site at the south end of the project.

Please give this matter your immediate attention as it is noted the contractor has practically completed his present operations.

You will note that most of this material is to be used in reoiling, using an 0-30 specification which would call for a seggregation of the 1,000 yards into

535	yards of	3/4" - 1/2"
265	" "	1/2" - 1/4"
200	" "	1/4" - 0"

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f
cc-Mr. R. H. Baldock ✓
Mr. J. N. Bishop
Mr. E. B. Smith

FORM S-A-1 10M 11-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
APR 4 1938
FOR FILING

OREGON STATE HIGHWAY COMMISSION

SALEM

March 23rd, 1938

IN REPLY PLEASE
REFER TO FILE NO.

16-120

Mr. W. E. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

NOTED
State Highway Engineer

Dear Sir:

Mr. Bishop recommends that the Madras-Deschutes County Line rock production project be cancelled and in lieu thereof you make arrangements with H. L. Rice, contractor on the Wasco-Madras rock production project to secure an additional 1,000 yards and stockpile it at the last maintenance site on the south end of the job.

Will you kindly secure the necessary Price Agreement with Mr. Rice and forward it to this office for signature.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

16-1201

C
O
P
Y

March 10, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

Resident Engineer Cooper advises that the following projects under his supervision have been inactive during the past month and that no estimates will be submitted:

16-1201 Contract #2016 - Wasco County Line-Madras Rock Production.

#103 Contract #1963 - Shaniko Surfacing Project

33-1202 Contract #2030 - Maupin Rock Production Project.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By
R. M. Smith

RMS:f

cc: Mr. R. H. Baldock
Mr. Forrest Cooper

C
O
P
Y

RECEIVED
FEB 24 1938
FOR FILING

16-1201

February 11, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

We wish to advise that no monthly estimates will be submitted on the following projects due to insufficient work during the past month:

Con. #1989, Miller Flat-Agency, Grading (116-1007) Anderson Construction Company; final estimate nearing completion. See Resident Engineer's weekly report.

✓ Con. #2018, Wasco Co. Line-Madras Rock Production (16-1201), H. L. Rice;

Con. #1963, Shaniko Surfacing (33-1004), Joplin & Eldon;

Con. #2009, Bloucher Section (114-1004), Fisher Bros.;

Con. #2030, Maupin Rock Prod. (33-1202) Smith & Company;

Con. #2045, Dillon@John Day River Rock Production (28-1202), H. L. Rice.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f

cc-Mr. R. H. Baldock

FORM 2-B-1 2M 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
1938
OREGON
STATE HIGHWAY COMMISSION

JAN 13
FOR FILING

16-1201

January 11th
1938

NOTED
State Highway Engineer

Mr. R. H. Baldock ✓
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

We are advised by Resident Engineer Cooper that due to the inactivity of the following contracts during the past months, no monthly estimate will be submitted:

Wasco County Line-Madras Rock Production Project, Contract #2016; 16-1201

Maupin Rock Production Project, Contract #2030; 33-1202
Miller Flat-Agency Grading, Contract #1989; 2-C
Shaniko Surfacing Project, Contract #1963. 103

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f

cc-Mr. Forrest B. Cooper

RECEIVED
NOV 12 1937
FOR FILING

16-1201

November 10, 1937

Mr. H. L. Rice
2306 S. E. Pine Street
Portland, Oregon

Dear Sir:

We are sending you today by express a fully executed copy of Contract No. 2016 which was awarded to you by the State Highway Commission on October 22, 1937, for the furnishing of crushed rock in stock piles on the Wasco County Line-Madras Section of The Dalles-California Highway, in Jefferson County.

This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

FORM 5-A-4 10M 9-37

COMMISSIONERS

HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

FOR FILING

16-12.01

November 4th, 1937

Mr. W. E. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

NOTED

Asst. Highway Engineer

Dear Sir:

The assignment of Forrest Cooper to act as Resident Engineer on the Wasco County Line-Madras Section, contract #2016, is approved.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

RECEIVED
OCT 28 1937
FOR FILING

11-12-01

October 27, 1937

Mr. H. L. Rice
2905 S. E. Pine
Portland, Oregon

Dear Sir:

We are sending you today by express four copies of contract No. 2016 which was awarded to you on October 22, 1937, by the State Highway Commission covering the furnishing of 6,200 cu. yds. crushed rock in stock piles for the Wasco County Line-Madras Section of The Dalles-California Highway in Jefferson County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the provision under Section 5 of the General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately following page 12 of the mimeographed Special Provisions, relating to the payment by the contractor of amounts due hospital associations, et cetera.

You are also requested to notify the National Reemployment Service at once of the approximate date work will begin, and the number and classification of laborers needed for such work.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

AM

RECEIVED
OCT 28 1937

16-1201

October 23, 1937

Mr. H. L. Rice
2905 S. E. Pine Street
Portland, Oregon

Dear Sir:

The State Highway Commission on October 22, 1937, awarded you the contract for furnishing 6,200 cu. yds. crushed rock in stock piles on the Wasco County Line-Madras Section of The Dalles-California Highway in Jefferson County. This award was based on your low bid of $8,742 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

AM

CONTRACT# [redacted] 2017

21-1202 Eddyville Rock Prod. Proj., 1937
Corvallis-Newport & Eddyville-
Blodgett Hwys.
#2617

#2017

RECEIVED
OCT 27 1938
FOR FILING
21-1202

October 27, 1938

Great American Indemnity Company,
Harvey Wells Insurance Agency, Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2017, for the construction of the Eddyville Section of the Corvallis-Newport and Eddyville-Blodgett Secondary Highway in Lincoln County, has been completed by the contractor, Roy L. Houck, and that final settlement will be made by the State with said contractor for work done under said contract on or after November 5, 1938.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remainigg unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $17,706.24, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

R.H. Baldock

RECEIVED
FOR FILING
21-1202

October 21st, 1938

COST ANALYSIS-SEMI-FINAL REPORT
Eddyville Rock Production
Corvallis-Newport and Eddyville-Blodgett Highways
Roy Houck, Contractor
E. M. Booth, Resident Engineer
Contract 2017 Prefix 21-1202

NOTED
State Highway Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
3/4" - ½" Cr. Rock in Stockpile	$6,150.92	2,921.5 cu. yd.	2.105	1.10	$3,213.65
½" - ¼" " " " "	7,222.99	3,430.7 " "	2.105	1.25	4,288.38
¼" - 0" " " " "	3,789.72	1,800.0 " "	2.105	1.00	1,800.00
Haul Cr. Rock, Pile Measure	3,649.11	43,102.0 yd. mi.	0.085	0.10	4,310.20
¼" - 0" Reject Rock in Stockpile	314.95	1,259.8 cu. yd.	0.25	0.25	314.95
PA #1 2½" - 0" Cr. Rock in Stpl.	599.73	450.7 " "	1.33	1.40	630.98
" " 1¼" - 0" " " " "	3,293.20	2,209.9 " "	1.49	1.40	3,093.86
PA #2 Surface Hauling Road	52.50	150.0 " "	0.35	0.35	52.50
	$25,073.12				$17,704.52

Total Cost	$25,073.12
Gross Revenue	17,704.52
Net Loss	$7,368.60

Net Loss Equals 42% of the Gross Revenue

Eddyville Rock Production

Detail of Cost

Labor:		
Supervision	$1,048.53	
Labor	5,952.48	
State Industrial Accident Commission	919.36	
Unemployment & Social Security	280.04	
Public Liability	43.86	
		$8,244.27
Equipment Rental, Small Tools & Miscellaneous Supplies:		
Equipment Rental	$6,724.00	
Gas, Oil & Grease	2,271.32	
Hired Trucks	1,917.79	
" Equipment	1,849.85	
Explosives	1,571.08	
Small Tools & Misc. Supplies	1,505.74	
Lumber	381.46	
Main Office Expense	359.46	
Bond	177.04	
Freight & Cartage	71.11	
		$16,828.85
Total Expense		$25,073.12

Eddyville Rock Production

REMARKS:

The contract was bid and awarded October 22nd, 1937. The contractor moved in a 3/4 cu. yd. shovel, a cat and dozer and a compressor on January 10th, and after removing approximately 2,500 cu. yds. of overburden decided to wait for spring before beginning crushing. The plant set-up was then begun May 31st; crushing was started July 9th, and the rock production was completed September 17th. This was an overrun of 89 days, or from June 30th, on the completion date, but as no inconvenience was caused to the State or traffic, the necessary time extension was granted without penalty.

The quarry site was located 0.5 mile southwest of M.P. 29.85 on the Corvallis-Newport Highway. It consisted of a vein of rock which at the start was about thirty feet wide, twenty feet deep and had dirt, rotten rock and sandstone lying on each side. This vein as it was followed flattened out until near the end of the job it was about 75 feet wide and from six to fifteen feet deep. The rotten rock and sandstone then was under it, and it was covered with from three to ten feet of dirt. The rock was hard to shoot as the vein was so thin that the explosives rather than breaking up the rock in the vicinity of the shot would shake the entire vein breaking the rock in seams which left boulders as large as four feet in diameter. Considerable plugging and reshooting was then necessary. Also, an average of two men a shift were employed breaking the rock with hammers. A 3/4 cu. yd. shovel was used to load the rock into a 4 cu. yd. truck which hauled it to the plant. Two 8-hour shifts were worked daily, and the crew consisted of a shovel runner, a jackhammer man, a pit truck man and from two to three men with hammers.

The plant was erected directly in front of the quarry face and about fifty feet from the vein when the work was started. It consisted of a grizzly, a 15" x 38" jaw crusher, 200 feet of 24" conveyor belt, a 4' x 8' oil screen and a 9" gyratory recrusher. Electric power was generated by a 120 h.p. diesel motor and was used to operate all the plant with the exception of the recrusher which was belt driven by an 80 h.p. diesel motor. Two 8-hour shifts were worked daily, and the crew consisted of two men at the grizzly, two miscellaneous plant men and a foreman. This plant operated 815[illegible] hours for an average production of 15 cubic yards an hour.

The extremely high cost is due mainly to the difficult quarry, but an excessive amount was spent for the plant set-up and the supervision was only fair. The main difficulty seemed to be in getting rock to the plant. If the contractor had run the plant one shift and had two shifts in the quarry. sufficient rock could have been secured to keep the plant busy during one shift, thereby cutting the cost of crushing.

E. H. Clymer
Cost Analyst

By . . J. D. Nelson

RECEIVED
OCT 20 1938
FOR FILING

21-1202

#2017

October 20, 1938

Great American Indemnity Company,
Harvey Wells Insurance Agency, Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Roy L. Houck on Contract No. 2017, Eddyville Section of the Corvallis-Newport Highway in Lincoln County. This payment will be made on or after October 29, 1938.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

Rock Production

RECEIVED OCT 18 1938 FOR FILING

October 14, 1938

IN REPLY PLEASE REFER TO FILE NO. 21-1202

Mr. R. H. Baldock,
State Highway Engineer,
Office.

NOTED
State Highway Engineer

Attention: Mr. H. G. Smith.

Dear Sir:

There are attached hereto four copies of the semi-final estimate, three copies of the quantity summary sheet, two books of stock pile site notes, one pad of platted cross-sections and one sheet of truck count of materials on Price Agreement No. 2, for the Eddyville Rock Production Project on the Corvallis-Newport Highway, contract No. 2017.

Yours very truly,

F. D. EASON,
Division Engineer.

By

G. W. ROSS,
Office Engineer.

RECEIVED
BRIDGE ENGINEER

GWR:AM
cc R. H. Baldock
S. H. Probert
J. W. McCallister

NOTED

NOTED

Form [illegible]

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

✓

For Week Ending Oct. 8, 1938

Section	Eddyville	*Kind of work*	Rock Production
Highway	Corvallis-Newport	*Section prefix*	21-1202
Contractor	Roy Houck	*Contract number*	2017
Date of contract	Oct. 22, 1937	*Date of completion*	Sept. 17, 1938
Date work started	Jan. 9, 1938	*Estimated date of completion*	Sept. 17, 1938
Amount of contract	$	*Per cent of time elapsed*	%

Estimated cost of completed project, exclusive of engineering $

Per cent of contract completed, based on total contract price %

Engineering cost to date, $1300.00, % *Date project was completed* Sept. 17, 1938

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Final Estimate turned in on Thursday.

RECEIVED
OCT 10 1938
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

RECEIVED
OCT 1[illegible] 1938

NOTED
H. N. HACKETT

NOTED
VAN SCOY

Signed E. W. Booth

Address Hwy. Shops, Salem.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

1938

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
OCT 6 1938
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

21-1202

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

October 4, 1938

IN REPLY PLEASE
REFER TO FILE NO.

21-1202

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. H. G. Smith.

Dear Sir:

Herewith a request for extension of time, with consent of surety, from Roy L. Houck, for the Eddyville Rock Production contract.

This contract was let on October 22, 1937, with a time limit of June 30, 1938. Mr. Houck made an effort to get started last fall, but was rained out. He was not able to get his equipment in and get under production until late in June this year. The quarry was a new one, undeveloped, and proved to be very disappointing as to the amount of rock available. Mr. Houck stayed with the job under very adverse quarry conditions, however, and completed the contract to a point where we considered it acceptable.

At the time of completion, there appeared to be practically no rock left in the quarry. We are very fortunate, however, in getting the job completed, as rock is very scarce in this locality, and the cost of shipping it in is very high. From Mr. Clymer's cost reports, it is evident that Mr. Houck lost considerable money on this contract. It is recommended that the time extension be granted without penalty, as the delay caused no inconvenience, either in our work or to the traveling public. This, as you know, is a State contract.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc R. H. Baldock
H. B. Glaisyer

R.H. Boldock

RECEIVED
MAY 17 1939

21-1202

COST ANALYSIS TO AUGUST 10, 1938

Eddyville Rock Production
Corvallis-Newport and Eddyville-Blodgett Highways
Roy Houck, Contractor
E. M. Booth, Resident Engineer
Contract 2017 Prefix 21-1202

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
3/4" - ½" Cr. Rock in S. P.	$3,284.71	1,603 cu. yds.	2.05	1.10	$1,763.30
½" - ¼" [illegible]	3,301.10	1,611 cu. yds.	2.05	1.25	2,013.75
¼" - 0" Cr. Rock in S. P.	2,079.84	1,015 cu. yds.	2.05	1.00	1,015.00
Hauling Cr. Rock, Pile Meas.	671.76	5,394 yd. mi.	0.124	0.10	539.40
	$9,337.41				$5,331.45

Total Cost to August 10th	$9,337.41
Gross Revenue	5,331.45
Net Loss Equals	4,005.96

or 75% of the Gross Revenue

Eddyville Rock Production

Labor:

Supervision	$ 645.00	
Labor	2,826.90	
State Industrial Accident Commission	334.27	
Unemployment Insurance and Social Security	138.51	
Public Liability Insurance	34.70	
		$3,979.39

Equipment Rental, Small Tools and Miscellaneous Supplies:

Equipment Rental	3,805.00	
Gas, Oil and Grease	1,418.49	
Small Tools, Misc. Supplies and Hardware	1,083.15	
Explosives and Blasting Supplies	723.92	
Lumber	381.46	
Main Office Expense	159.93	
Bond 1% Gross Revenue	53.31	
		7,625.26

Total Expense to August 10, 1938	$11,604.65
Less 70.7% of the Cost of Moving in, Stripping Quarry and Setting Up	2,267.24
Net Expense to August 10th, 1938	$ 9,337.41

Eddyville Rock Production

REMARKS:

This contract was bid and awarded October 22, 1937. On January 10, 1938 the contractor moved in a 3/4 cubic yard shovel, a compressor, and a cat and dozer, but after removing approximately 2,500 cubic yards of overburden decided to move out and wait for dry weather. The plant setup was then started May 31st and crushing was begun July 9th. To date the contract is 30% complete with the time overrun 40 days or since June 30th.

The quarry site which is located 0.5 miles southwest of M.P. 29.85 on the Corvallis-Newport Highway consisted of a vertical vein of rock about thirty feet wide and twenty feet deep that appeared to get deeper as the hill sloped upward on about a forty degree slope. However, now that approximately 4,200 cubic yards of rock has been removed and about sixty feet of the vein is gone, it is lying about thirty degrees off horizontal, varies in thickness from six to fifteen feet and is about seventy-five feet wide. This vein when work was begun had dirt and rotten rock on both sides, but now that the vein is about horizontal it is covered with from three to ten feet of overburden and the rotten rock lies under it. About 1.5 lbs. of powder per cubic yard are used for the first shot, but because the vein is so thin the fragmentation is very poor and the rocks average from 1 to 4 feet in diameter. It is then necessary to reshoot the individual boulders or break them up with hammers. A 3/4 cubic yard shovel is used for stripping and loading out of the quarry and a 4 cubic yard truck hauls the 100 feet to the plant. Two eight hour shifts are worked in the quarry and each crew consists of a shovel runner, pit truck man, a jack hammer man, and helper, and from two to three men breaking rock with hammers.

The plant was erected approximately 75 feet from and directly in front of the quarry face. It consists of a grizzley, a 15"x38" jaw crusher, 250 feet of 24" conveyor belt, a 4'x8' oil screen and a 9" gyratory recrusher. Electric power which is generated by a 95 h.p. diesel motor and generator, runs the jaw crusher, screens and conveyor belts. An 80 h.p. diesel motor powers the gyratory crusher. Two eight hour shifts are worked in the plant and the crew consists of two men at the grizzley, two miscellaneous plant men and a foreman. In the best day's run to date 343 cubic yards were produced in 16 hours, an average of 21 cubic yards per hour but the total average production has been only 13 cubic yards per hour.

The extremely high cost of production is due mainly to the very poor quarry but the contractor did spend an excessive amount for setup and the supervision has been only fair. Also, the cost could be dropped considerably if an extra shift was worked in the quarry so as to get enough rock down to crusher size so as to keep the plant busy. A further saving would have been made if the contractor had not moved in his equipment the first time.

E. H. Clymer
Cost Analyst

By . . J. D. Nelson

RECEIVED
NOV 20 1937
FOR FILING
21-1202

November 19, 1937.

Mr. Roy L. Houck
212 U. S. National Bank Building
Salem, Oregon

Dear Sir:

We are handing you herewith a fully executed copy of State Highway Commission Contract No. 2017 which was awarded to you on October 22, 1937, for the furnishing of crushed rock in stock piles on the Eddyville Section of the Corvallis-Newport and Eddyville Blodgett Secondary Highways, in Lincoln County.

This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

November 1, 1937

IN REPLY PLEASE REFER TO FILE NO. 21-1202

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. S. H. Probert.

Dear Sir:

Attached hereto is a Price Agreement for adjustment on the Corvallis-Newport rock production project, Contract No. 2017, made necessary by the discrepancy between the specifications and the bid sheet.

The original specifications and plans called for 2,400 cubic yards of 1¼" Minus crusher run material for surfacing on the Eddyville-Blodgett Secondary Highway. It was so indicated in the specifications, but the bid sheet called for 1¼" - 3/4" materials instead. Evidently none of the contractors bidding on the project noted this discrepancy and presumably all bid on the same basis as Mr. Houck, which basis would call for a plan in their crushing and separation that would entail only one operation, all material being separated below 1¼" into the various sizes as outlined in the bid sheet. To produce the surfacing material which we planned to use will require the contractor to first crush and stock pile this material and then revise his crusher adjustments and screens to produce only the smaller sized oil rock. This will mean a different plant adjustment than if separated from the maximum size of 1¼" and will undoubtedly cause more 1/4" Minus fines to be produced.

With these factors, the attached Price Agreement covers an adjustment with Mr. Houck whereby sized crusher run material is produced and stock-piled at $1.40 per yard, and the three smaller sizes of oil rock remain as per his original bid price. Because of the likelihood of producing considerable additional 1/4" Minus material, it was agreed to adjust his crushing plant to the most economical production of the two sizes, 3/4" - 1/2" and 1/2" - 1/4", and take additional 1/4" Minus material up to a maximum of 1,800 yards at the bid price.

NOTED

This adjustment entails an increase in the contract of $945.00. Our estimate for the job was $21,340.00. Mr. Houck's bid was $17,480.00, or $3,860.00 below our estimate. With this adjustment, it still is $2,915.00 below our estimate. The next lowest bid on the same basis as Mr. Houck's estimate was $18,830.00, which was $2,510.00 below our estimate. Analyzing Mr. Houck's bid, I believe his figures on the corrected items would likely be approximately as follows:

1¼" - 0"	Material	at	$1.00	$ 2,400.00
3/4" - ½"	"	"	1.40	4,760.00
½" - ¼"	"	"	1.50	6,000.00
¼" Minus	"	"	1.00	1,500.00
Haul		"	.10	4,600.00
		Total		$19,260.00

With the present adjustment the total of the contract is $18,425.00. I believe this to be a satisfactory adjustment and recommend that it be approved. I doubt that we could get as good a bid if the job were to be re-advertised.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc R. H. Baldock
H. G. Smith

RECEIVED
OCT 28 1937
FOR FILING
21-1202

October 27, 1937

Mr. Roy L. Houck
U. S. National Bank Building - 212
Salem, Oregon

Dear Sir:

We are sending you today four copies of Contract No. 2017 which was awarded you on October 22, 1937, by the State Highway Commission, covering the furnishig of crushed rock in stock piles on the Eddyville Section of the Corvallis-Newport and Eddyville-Blodgett Secondary Highways, in Lincoln County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this is done, a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the provision under Section 5 of the General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance therewith.

Your attention is also called to the mimeographed page immediately following page No. 12 of the mimeographed Special Provisions, relating to the payment by the contractor of amounts due hospital associations, et cetera.

You are also requested to notify the National Reemployment Service at once of the approximate date work will begin and the number and classification of laborers needed for such work.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

RECEIVED
OCT 28 1937
FOR FILING

21-1202

October 23, 1937

Mr. Roy L. Houck
1585 North 20th St.
Salem, Oregon

Dear Sir:

The State Highway Commission on October 22, 1937, awarded you the contract for furnishing 11,300 cu. yds. crushed rock in stock piles for the Eddyville Rock Production Project on the Corvallis-Newport and Eddyville-Blodgett Highways in Lincoln County. This award was based on your bid of $17,480 submitted on that date.

Contract forms will be sent to you within a few days for execution.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

AM

CONTRACT# [redacted] 2010

29-1201 Hebo Rock Production, Oregon
Coast & McMinnville-Till. Hwys.

2018

R. H. Baldock

COST ANALYSIS - FINAL REPORT
Hebo Rock Production
Oregon Coast and McMinnville-Tillamook Highways - Contract 2018
Prefix 29-1201

29-1201

J.H.Scott, Resident Engineer   Saxton, Looney & Risley Contractors

Description	Cost	Quantity		Unit Cost	Unit Bid	Gross Revenue
3/4" - ½" Cr. Rock in Stockpile	$ 5,954.40	2,325.1	Cu.Yds.	$ 2.56	$ 1.83	$ 4,254.93
½" - ¼" Cr. Rock in Stockpile	5,294.35	2,067.3	" "	2.56	1.83	3,783.16
¼" - 0" Cr. Rock in Stockpile	4,097.44	1,600.0	" "	2.56	1.83	2,928.00
Hauling Cr. Rock, Pile Measure	3,104.64	36,485.4	Yd.Mi.	0.085	0.08	2,918.80
¼" - 0" Rejects	73.17	292.7	Cu. Yds.	0.25	0.25	73.17
Hauling Rejects, Pile Measure	9.50	110.5	" "	0.085	0.08	8.84
Price Agreement #1	652.14					652.14
	$19,185.64					$14,619.04

Total Cost	$ 19,185.64
Gross Revenue	14,619.04
Net Loss equals	$ 4,566.60 or 31% of the gross revenue

DETAIL OF COST

Labor:-

Supervision	$ 746.70	
Labor	6,839.33	
State Industrial Accident Commission	548.13	
Unemployment Compensation and Social Security	303.44	
		$ 8,437.60

Equipment Rental, Small Tools & Misc. Supplies:-

Equipment Rental	$4,595.00	
Gas, Oil and Grease	1,549.61	
Explosives	984.44	
Freight & Cartage	906.23	
Hired Trucks (Not including drivers' wages)	745.58	
Small Tools & Miscellaneous Supplies	716.33	
Overhead (Home Office expense)	700.92	
Lumber	297.73	
Bond	146.19	
Public Liability Insurance	78.14	
Royalty on 929 Yds. Gravel for Construction Road at $0.03 per cu.yd.	27.87	
		$10,748.04
Total Cost of Contract		$19,185.64

HEBO ROCK PRODUCTION
Saxton, Looney and Risley Contractors

Detail of Crushed Rock

	Quantity	Unit Cost	Total Cost
Temporary Road	6,285.1 Cu.Yd.	$0.368	$ 2,312.91
Develpp Quarry, Drill and break	" "	0.648	4,071.10
Load trucks at Quarry	" "	0.264	1,659.93
Haul to Plant	" "	0.226	1,423.86
Plant Set Up	" "	0.268	1,685.03
Operate Plant	" "	0.785	4,936.41
Move In & Out	" "	0.178	1,127.94
Aver. Cost per Cu. Yd. in Bunker	" "	$2.738	$17,217.18

The quantities produced on this contract are as follows:

3/4" - ½" Crushed Rock	2,325.1	Cu. Yd.
½" - ¼" " "	2,067.3	" "
¼" - 0" " "	1,600.0	" "
¼" - 0" Reject. Rock	292.7	" "
	6,285.1	" "

REMARKS:-

This contract which consisted of 6000 cu. yds. of oil rock in stockpiles was bid and awarded Oct. 22, 1937. Work was begun March 17,1938, and completed June 14th,

Rock for the contract was specified and taken from the quarry site 0.51 mile north of mile post 5.4 on the McMinnville-Tillamook Highway. The plans and specifications on the job stated that the quarry was 0.38 miles from the highway and for the extra 0.13 mile of road that had to be built the contractor entered a claim for $918.04 which was settled for $652.14.

The temporary road was difficult to construct because it paralleled a small creek and virtually all the ground was soft or boggy. Because of this the contractor held off starting the work as long as possible but because of the completion date on another contract where the equipment was needed, he had to begin work while the weather was still wet. Only a small amount of excavation was necessary and for this a 3/4Cu. Yd. shovel and a 40 h.p. cat and dozer were used. It was then necessary to surface the road with 929 cu. yds. of river run gravel varying in siz e from 10"-0". This gravel would not stay in place so a top course of 652 Cu. Yds. of 2½" - 0" crushed rock was laid. Three small bridges and several wooden culverts were also constructed.

A forty foot coyote hole with 15 foot T's was put in the quarry and it was then shot with 2200 lb. of powder. The rock broke very big but about 50% varied in size from 3-8 inches. Also not enough rock was secured with the first shot and it was necessary to bar down or shoot off projections on the quarry face. Two eight hour shifts were worked in the quarry and one in the plant. During the plant shift the quarry crew consisted of a shovel runner, pit man, jackhammer man and helper and three men breaking rock with hammers. The second shift was the same with the exception that the shovel runner and pit man were not required. A one hammer compressor was used for drilling and a 3/4 C.Y. shovel for loading.out trucks. Three company owned 1½ Cu. Yd. trucks hauled rock to the plant.

The plant was set up at Three Rivers besides the construction road and about 3,000 feet from the quarry. Equipment consisted of a 12" gyratory crusher, 1-8" and 1-4" gyratory recrushers, a triple deck screen and 200 feet of 24" conveyor belt. Power was supplied by 1-80 h.p. and 2-50 h.p. diesel motors. The plant was capable of 50 Cu. Yds. of rock per hour, but because of the size of the quarry run rock and the difficulty in getting it down to crusher size the production only averaged 24 Cu. Yds. An extra shift was worked in the quarry so that sufficient rock could be accumulated to keep the crusher fairly busy.

The contractor sub-contracted part of the haul for $0.07 per yard mile. The rest was handled by five company trucks three of which hauled from the quarry to the plant and two that hauled to the stockpiles.

The cost of this contract is high due to the rock breaking very big in the quarry and an expensive 0.51 mile road to the quarry site. The cost of this road would have been about one half or only $1,000.00 if the contractor could have waited about one month for good weather. Also during the first two weeks of crushing, 2-8 hour shifts were worked both in the quarry, and the plant when one shift in the plant could have handled the production of two shifts in the quarry.

E.H. Clymer,
Cost Analyst

By

J. D. Nelson.

#2018 5

RECEIVED
NOV 16 1938
FOR FILING
29-1201

November 14, 1938

UNITED STATES FIDELITY & GUARANTY COMPANY
M. K. Sprott, Local Agent
Bedell Building
Portland, Oregon

Gentlemen:

We have received from Sunset Garage, Tillamook, notice of their claim against Saxton, Looney & Risley, in the amount of $36.87, for materials furnished in connection with the rock production project on the Hebo Section of the Oregon Coast and McMinnville-Tillamook Highways, in Tillamook County.

Inasmuch as you are surety for the contractors on this job, we are notifying you of this claim, that you may give it your attention.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MML

cc - Saxton, Looney & Risley

November 14, 1938

SUNSET GARAGE
Tillamook, Oregon

Gentlemen:

This acknowledges receipt of your letter of October 9, 1938, enclosing itemized bill against Saxton, Looney & Risley , contractors for the rock production project on the Hebo Section of the Oregon Coast and McMinnville-Tillamook Highways, in Tillamook County, in the amount of $38.87. The company furnishing the bond in this case is the United States Fidelity & Guaranty Company for whom M. K. Sprott is local agent, with offices in the Bedell Building, Portland.

In addition to notifying them and the contractors of this claim, you should also notify the Secretary of State in accordance with the provisions of Chapter 280, Oregon Laws 1931, mimeographed copy of which is enclosed for your information and guidance.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

Encl.

5

DODGE BROTHERS
AUTOMOBILES

PLYMOUTH
CARS

DODGE BROTHERS
TRUCKS

EXIDE
BATTERIES

GOODYEAR
TIRES

SUNSET GARAGE
A MODERN SERVICE STATION
TELEPHONE 76
TILLAMOOK, OREGON

RECEIVED
NOV 12 1938
OREGON
STATE HIGHWAY COMMISSION

October 9, 1938

Oregon State Highway Commission
Salem
Oregon

Gentlemen:

Enclosed please find itemized bill of Saxton, Looney and Risley which we are filing with you for protection under their bond.

This bill was contracted by them while on the job near Hebo, Oregon.

Wewill appreciate having you notify us as to the company furnishing them bond in order that we may forward a copy to them.

Yours very truly,

R.B. Miller

rbm:md
encl

BUICK DODGE DODGE TRUCKS

Washing
•
Correct Lubrication
•
Vulcanizing
•
Goodyear Tires
•
Exide Batteries

Tillamook, Oregon, ____________, 193__

Saxton, Looney and Risley

IN ACCOUNT WITH

SUNSET GARAGE

THE MODERN SERVICE STATION
OPEN DAY AND NIGHT

Body Rebuilding
•
Tops Repaired
•
Painting
•
Electrical Service
•
Expert Mechanical Repairs

May	27	1 D 367 spring $16.50, less 20o/o $3.30	13.20
June	8	1 563577 oil seal $1.35, 1 washer .10, Less 20%	1.16
		Remove oil seal andreplace	.75
	11	1 cover $2.25, less 20% .45	1.80
	11	1 - 563623 DB part $14.30, 2 seals 1.50, 1 bearing $4.55, 2 rear end gaskets $.10 2 gaskets $.25; Less 20% $4.14	16.56
	22	1 D368 front spring $6.00, Less $1.00	5.00
		Phone	.40
			$38.87

If this statement is incorrect, or material unsatisfactory, claim must be made within ten days. Interest at eight per cent charged after thirty days.

#2018

RECEIVED
SEP 10 1938
FOR FILING
29-[illegible]

September 9, 1938

Shell Oil Company,
Portland, Oregon.

Attention: Frank J. Hurner.

Gentlemen:

In response to your inquiry of August 19th you are advised that the Saxton, Looney & Risley, Contract No. 2018, Hebo Section in Tillamook County, was completed June 14, 1938. This contract was accepted August 5, 1938.

Final payment has been made.

Very truly yours,
STATE HIGHWAY COMMISSION
By
Secretary.

Dict. by J. McFarland.

#2018
Pd

SHELL OIL COMPANY
1220 S.W. MORRISON STREET
PORTLAND, OREGON
TELEPHONE ATWATER 7321

August 19, 1938

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. Glaisyer

Gentlemen:

Ore. State Contract #2018
Saxton & Looney, Contractors

It is our understanding that this job has been completed. Will you please, therefore, furnish us with the dates of completion and acceptance.

A stamped and addressed envelope is enclosed for your convenience.

Very truly yours,

SHELL OIL COMPANY

RER:RS

FRANK J. HURNER
Division Credit Manager

Pd.

RECEIVED
SEP 8 1938
FOR FILING

27-1201

#2018

August 31, 1938

UNITED STATES FIDELITY & GUARANTY COMPANY
M. K. Sprott, Agent
Bedell Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 2018, for the furnishing of crushed rock in stock piles on the Hebo Section of the Oregon Coast and McMinnville-Tillamook Highways, in Tillamook County, has been completed by the contractors, Saxton, Looney & Risley, and that final settlement will be made by the State with said contractors for work done under said contract, on or after September 10, 1938.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims, should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $14,729.83, including the final payment.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
BY

Secretary

RA:MBL

RECEIVED
AUG 2 1938
FOR FILING

RECEIVED
[illegible] 30 1938
STATE HIGHWAY COMMISSION

#618
Files. C.

UNITED STATES FIDELITY AND GUARANTY COMPANY
PORTLAND OFFICE
1112 BEDELL BUILDING, PORTLAND, OREGON
MORRISON K. SPROTT
Manager
TELEPHONE: ATWATER 8483

29-1201

July 29, 1938

Oregon State Highway Commission
Salem, Oregon

Re: 58137-12-644-37 - Saxton, Looney & Risley

Gentlemen:

The last time we heard from you in regard to the above captioned bond, which covers contract for furnishing 6,000 cu. yds. crushed rock in stock piles on the Oregon Coast and McMinnville-Tillamook Highway in Tillamook County, you stated that the contract would probably be completed about July 10th. We are, therefore, enclosing another inquiry blank for you to complete and return to us.

Thanking you in advance, we are

Yours very truly,

Raymond C. Weiss
Surety Superintendent

JJ
Encl.

[illegible] 1, 1938
[illegible] - $12,750.90
[illegible] - $1,063.50

F-104

RECEIVED
JUL 5 1938
FOR FILING

RECEIVED
1938

71-41

UNITED STATES FIDELITY AND GUARANTY COMPANY
PORTLAND OFFICE
1112 BEDELL BUILDING, PORTLAND, OREGON

MORRISON K. SPROTT
Manager

TELEPHONE: ATWATER 8483

29-1-1-1

July 1, 1938

Oregon State Highway Commission
Salem, Oregon

Re: 58137-12-644-37 - Saxton, Looney & Risley
58137-12-489-37 - " " "

Gentlemen:

The above bond, 58137-12-644-37, covers contract for furnishing 6,000 cu. yds. crushed rock in stock piles on the Oregon Coast and McMinnville-Tillamook Highway in Tillamook County - Contract No. 2018.

The latter bond covers a contract for constructing or improving the Crater Lake National Park, Rim Road, Cloud Cap to Kerr Notch, Project 7-C1 Surfacing, located within the Crater Lake National Park, Klamath County.

These contracts are probably completed by this time; therefore, we ask that you kindly complete and return the attached forms to us. We will appreciate receiving these forms as soon as possible.

Yours very truly,

Raymond C. Weiss
Surety Superintendent

JJ
Encls.

P-104

Form [illegible]

REGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 18th, 1938

Section Hebo Rock Production

Kind of work maintenance & oil rock production

Highway McMinnville-Tillamook, Oregon Coast

Section prefix 29-1201

Contractor Saxton, Looney & Risley

Contract number 2018

Date of contract October 22nd, 1937

Date of completion June 30th, 1938

Date work started March 17th, 1938

Estimated date of completion ......, 193..

Amount of contract $ 14180.00

Per cent of time elapsed 95.22 %

Estimated cost of completed project, exclusive of engineering $ 15030.00

Per cent of contract completed, based on total contract price ...... %

Engineering cost to date, $ 563.20, 3.75 %

Date project was completed June 14th, 1938

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Crushing was completed on Tuesday night, June 14th and contractor started to dismantle the plant on the next day and most of the plant has been moved to Mt Hood.

There is one pile at the maintenance shed and the piles at MP 5.1 to measure up yet. All the others are measured and computed for final as well as platted.

NOTED
H.N. HACKETT

RECEIVED
JUN 20 1938
DIVISION ENGINEER
DIVISION NO. 2

RECEIVED
JUN 20 1938

Signed J.H.Scott J Scott

Address Nehalem, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities			6000		
Estimated quantities moved or placed to date			6000		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day			2 in quarry, 1 on crusher		
Hours per shift			8		
Average force on project for week			32		

Percentages of men employed on contract to be secured from: anywhere or nearby

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	Till COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	11					21	32
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants 1,

Compressors 1, Bulldozers ...., Sheet-foot rollers ...., ..., ... 6 trucks . . . . .

June	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday 12th	clear		
Monday 13th	"		
Tuesday 14th	"		
Wednesday 15th	"		
Thursday 16th	rain		
Friday 17th	"		
Saturday 18th	"		

UNITED STATES FIDELITY AND GUARANTY COMPANY
PORTLAND OFFICE
1112 BEDELL BUILDING, PORTLAND, OREGON

MORRISON K. SPROTT
Manager

TELEPHONE: ATWATER 8483

29-1201

April 22, 1938

Oregon State Highway Commission
Salem, Oregon

Re: 58137-12-644-37 - Saxton, Looney & Risley
58137-12-489-37 - " " "

Gentlemen:

The above bond, 58137-12-644-37, covers contract for furnishing 6,000 cu. yds. crushed rock in stock piles on the Oregon Coast and McMinnville-Tillamook Highway in Tillamook County - Contract No. 2018.

The latter bond covers a contract for constructing or improving the Crate Lake National Park, Rim Road, Cloud Cap to Kerr Notch, Project 7-C1 Surfacing, located within the Crater Lake National Park, Klamath County.

Attached hereto you will find inquiry blanks, which we ask that you kindly complete and return the blanks to this office as soon as possible.

Thanking you in advance, we are

#2018-510 Mark.

Yours very truly,

Raymond C. Weiss
Surety Supt.

JJ
Encls.

#2018

RECEIVED
FEB 23 1938
FOR FILING

RECEIVED
[illegible] 1[illegible] 1938
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES FIDELITY AND GUARANTY COMPANY
PORTLAND OFFICE
1112 BEDELL BUILDING, PORTLAND, OREGON

M. K. Sprott
Manager

February 16, 1938

Oregon State Highway Commission
Salem, Oregon

Re: 58137-12-644-37 - Saxton, Looney & Risley

Gentlemen:

The above captioned bond covers contract for furnishing 6,000 cu. yds. crushed rock in stock piles on the Oregon Coast and McMinnville-Tillamook Highway in Tillamook County - Contract No. 2018.

We ask that you kindly complete the attached inquiry blank and return the form to us so that we may ascertain the present status of this contract.

Thanking you in advance, we are

Yours very truly,

M K Sprott
Manager

JJ
encl.

RECEIVED
1937

29-1201

November 19, 1937

SAXTON, LOOMEY & RISLEY
524 Henry Building
Portland, Oregon

Gentlemen:

We are forwarding to you today by express a fully executed copy of State Highway Commission Contract No. 2018 which was awarded you on October 22, 1937, for furnishing crushed rock in stock piles on the Hebo Section of the Oregon Coast and McMinnville-Tillamook Highways, in Tillamook County.

This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

RECEIVED
1937
21-1201

November 19, 1937

UNITED STATES FIDELITY & GUARANTY COMPANY
G. B. Eckles, Resident Agent
Bedell Building
Portland, Oregon

Gentlemen:

We are forwarding to you today by express a fully executed copy of State Highway Commission Contract No. 2018 which was awarded on October 22, 1937, to Saxton, Looney & Risley for furnishing crushed rock in stock piles on the Hebo Section of the Oregon Coast and McMinnville-Tillamook Highways, in Lincoln County.

This copy is furnished you as surety on the contractors' bond, and is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

RECEIVED
OCT 28 1937
FOR FILING
27-1201

October 27, 1937

Barton, Looney & Risley
324 Henry Building
Portland, Oregon

Gentlemen:

We are sending you today by express four copies of contract No. 2018 which was awarded to you on October 22, 1937, by the State Highway Commission covering the furnishing of 6,000 cu. yds. crushed rock in stock piles for the Hebo Section of the Oregon Coast and McMinnville-Tillamook Highways in Tillamook County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the provision under Section 5 of the General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately following page 12 of the mimeographed Special Provisions, relating to the payment by the contractor of amounts due hospital associations, et cetera.

You are also requested to notify the National Reemployment Service at once of the approximate date work will begin, and the number and classification of laborers needed for such work.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

AM

RECEIVED
OCT 28 1937
FOR FILING
29-1201

October 23, 1937

Sarton and Looney and J. S. Risley
324 Henry Building
Portland, Oregon

Gentlemen:

The State Highway Commission on October 22, 1937, awarded you the contract for furnishing 6,000 cu. yds. crushed rock in stock piles on the Hebo Rock Production Project on the Oregon Coast and McMinnville-Tillamook Highways in Tillamook County. This award was based on your bid of $14,180 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

AM

CONTRACT# [redacted] 2019

32-1201 Wallowa-Enterprise Section,
Wallowa Lake Hwy.

2019

RECEIVED
MAR 1 1938
FOR FILING

#2019

32-1201

February 28, 1938

United States Fidelity & Guaranty Company,
Walter F. Cline, Agent,
Board of Trade Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2019 for the construction of the Wallowa-Enterprise Section of the Wallowa Lake Highway in Wallowa County has been completed by the contractor, O. C. Yocom, and that final settlement will be made by the State with said contractor for work done under said contract on or after March 10, 1938.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $9,318.65, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dist. by J. McFarland.

#2019

RECEIVED
FEB 14 1938
FOR FILING

32-1201

February 14, 1938

United States Fidelity & Guaranty Company,
Walter F. Cline, Agent,
Board of Trade Bldg.,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to O. C. Yocom on Contract No. 2019, Wallowa-Enterprise Section of the Wallowa Lake Highway in Wallowa County. This payment will be made on or after February 23, 1938.

Kindly acknowledge receipt of this letter.

We wish to call your attention to the fact that the above payment is assigned to the United States National Bank of Portland, McMinnville Branch.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dist. by J. McFarland.

RECEIVED
FEB 14 1938
FOR FILING
32-1201

February 11, 1938

Mr. O. C. Yocum
313 Couch Building
Portland, Oregon

Dear Sir:

I am handing you herewith semi-final estimate voucher No. 2019-2 in the amount of $3,201.85 on your contract No. 2019, Wallowa-Enterprise Section of the Wallowa Lake Highway, in Wallowa County. Please execute the original copy of this voucher and return it to this office.

You will please note that an assignment has been attached to the voucher in favor of the United States National Bank of Portland, McMinnville Branch. Please execute this and also the duplicate copy of the assignment and return them with the original voucher.

Very truly yours,

Secretary

[illegible]:AM

RECEIVED

32-1201

February 4, 1938

Mr. W. C. Williams
Division Highway Engineer
LaGrande, Oregon

Dear Sir:

In reply to your letter of February 3rd, regarding the purchase and preparation of stockpile sites on the Wallowa-Enterprise Rock Production Project, it has been the policy to charge these expenditures against the original construction or maintenance project on which the quarry or stockpile sites are used. The approval and distribution of cost on all land purchase vouchers are made in the Salem Office, so doubt if you have been advised how these charges have been handled.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by L. E. Parsons/GS

5-37
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

[illegible]

IN REPLY PLEASE
REFER TO FILE NO.

February 3, 1938

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. S. H. Probert, Office Engineer

Dear Sir:

Reference is made to your letter of February 1 in regard to prefix for cost distribution incurred in fencing stockpile site on the Wallowa - Enterprise rock production project:

In the financial setup for this job, there was included an item for purchase and preparation of stockpile sites. Is the purchase price of the sites chargeable to the job prefix or is a separate fund set up for the purchase of quarries and stockpile sites?

Very truly yours

W. C. WILLIAMS
Division Engineer

By C D Cannon
C. D. CANNON
Office Engineer

CDC:MA

32-1201-577

RECEIVED
FOR FILING

32-1201

OREGON STATE HIGHWAY COMMISSION
SALEM, OREGON

February 1, 1938

Mr. W. C. Williams
Highway Division Engineer
La Grande, Oregon

Dear Sir:

Replying to your letter of January 28th, the cost of acquiring the Fitzpatrick stockpile site was charged to the special maintenance contract, Wallowa-Enterprise Rock Production, prefix 32-1201. The expense of fencing the tract should be carried against the same prefix and the account number 577. This account number should be described as "Clearing and fencing stockpile sites."

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by L. R. Parsons/HR

3M 5-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

January 28, 1938

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. S. H. Probert, Office Engineer

Dear Sir:

We had occasion to fence a stockpile site in accordance with the terms of an option,on the Wallowa Lake Highway recently. Work was done by State maintenance forces. We would like to be advised as to prefix and account number to use in cost distribution. The site which was fenced is No. 680, right of way file 5015. The property was acquired from F. W. Fitzpatrick.

Very truly yours

W.C. WILLIAMS
Division Engineer

By C D Cannon
C. D. CANNON
Office Engineer

32-1201

CDC:MA

cc J. M. Devers

Form 333—5M—11-35

EGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending January 29, 1938

Section Wallowa - Enterprise

Kind of work Furnishing crushed rock

Highway Wallowa Lake

Section prefix 32-1201

Contractor O.C. Yocom

Contract number 2019

Date of contract October 22, 1937

Date of completion April 30, 1938

Date work started November 6, 1937

Estimated date of completion January 27, 1938

Amount of contract $ 8885.00

Per cent of time elapsed 51.8 %

Estimated cost of completed project, exclusive of engineering $ 8885.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 189.75, 2.1 %

Date project was completed January 27, 1938

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The contractor completed stockpiling rock Monday. Work from Monday to Thursday inclusive, consisted of disassembling the plant and shaping the stockpiles.

Signed A C Vincent

Address Box 908, La Grande, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

#20[illegible]

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities			5100		
Estimated quantities moved or placed to date			5100		
Average daily quantities			----		
Average daily quantities necessary to complete project on time			----		
Number shifts per day			1		
Hours per shift			8		
Average force on project for week			6		

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	3					3	6
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bull Dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		Contract Completed
Friday	"		
Saturday	Cloudy		

RECEIVED
JAN 13 1938
FOR FILING
52-12-01

#2019

January 12, 1938

Mr. C. G. Yocom
c/o U. S. National Bank
McMinnville, Oregon

Dear Sir:

Responding to your request I am handing you herewith four copies of a form of assignment whereby you are assigning to the United States National Bank of Portland, McMinnville Branch, all moneys due or to become due you from the State Highway Commission in connection with your contract No. 2019 for furnishing crushed rock in stock piles for the Wallowa-Enterprise Section of the Wallowa Lake Highway in Wallowa County. Please have these signed before witnesses and return two copies to me for the Commission's records and files. I shall be pleased to honor the assignment provided we receive a letter from the United States Fidelity & Guaranty Company, surety on your bond, consenting thereto without prejudice to the bond.

Very truly yours,

HBG:AM

Secretary

cc - Carl Smith

assignment proposed to cover
Est. 1 - only HBS

FORM 2-18-1 1M 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
NOV 29 1937
OREGON
STATE HIGHWAY COMMISSION

November 27, 1937

IN REPLY PLEASE
REFER TO FILE NO.

32-1201

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
State Highway Engineer

Attention Mr. H. G. Smith, Construction Engr.

Dear Sir:

I hand you herewith order for state force work in the amount of $100, which order covers the preparation of stockpile sites on the Wallowa-Enterprise maintenance materials project.

Amount sufficient for this work was set up in the project authorization.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock

RECEIVED
1937

32-1201

November 10, 1937

Mr. O. C. Yocom
615 Board of Trade Building
Portland, Oregon

Dear Sir:

We are sending you today by express a fully executed copy of Contract No. 2019 which was awarded to you by the State Highway Commission on October 22, 1937, for furnishing crushed rock in stock piles on the Wallowa-Enterprise Section of the Wallowa Lake Highway, in Wallowa County.

This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

RECEIVED
OCT 28 1937
FOR FILING
32-1201

October 27, 1937

Mr. O. C. Yocom
815 Board of Trade Building
Portland, Oregon

Dear Mr. Yocom:

We are sending you today by express four copies of Contract No. 2019 which was awarded you on October 22, 1937, covering the furnishing of crushed rock in stock piles on the Wallowa-Enterprise Section of the Wallowa Lake Highway, in Wallowa County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this is done, a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the provision under Section 5 of the General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance therewith.

Your attention is also called to the mimeographed page immediately following page No. 12 of the mimeographed Special Provisions, relating to the payment by the contractor of amounts due hospital associations, et cetera.

You are also requested to notify the National Reemployment Service at once of the approximate date work will begin and the number and classification of laborers needed for such work.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

RECEIVED
OCT 28 1937

32-1201

October 23, 1937

Mr. O. C. Yocum
615 Board of Trade Building
Portland, Oregon

Dear Sir:

The State Highway Commission on October 22, 1937, awarded you the contract for furnishing 5,100 cu. yds. of crushed rock in stock piles on the Wallowa-Enterprise Section of the Wallowa Lake Highway in Wallowa County. This award was based on your bid of $8,885 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

AM

CONTRACT# 2020

FAP 36-C The Dalles Roadside Improvement
2020 Project, Col.River Hwy.

2020

RECEIVED
FEB 28 1939
FOR FILING
7aP31-c

February 27, 1939

Aetna Casualty & Surety Co.
Bates, Lively & Pearson, Agents
Yeon Building
Portland, Oregon

Gentlemen:

I am handing you herewith a copy of a letter and an affidavit received in today's mail from J. Tracy Barton, Attorney-at-law, The Dalles, Oregon, requesting a certified copy of Van Cleave & Van Cleave's contract No. 2020 for The Dalles Roadside Improvement Project.

This is being sent to you inasmuch as you appear surety on the bond furnished by the contractor in connection with this job.

Very truly yours,

EBG:AM

Secretary

CC - Van Cleave & Van Cleave
Mosier, Oregon

February 27, 1939

Mr. J. Tracy Barton
Attorney-at-law
The Dalles, Oregon

Dear Sir:

In response to your request of February 25 I am forwarding to you today, under separate cover, a certified copy of the contract between the State Highway Commission and Van Cleave & Van Cleave covering the construction of The Dalles Roadside Improvement Project, Contract No. 2020.

Very truly yours,

HBG:AM

Secretary

509 AND 510
FIRST NATIONAL BANK BLDG.

TELEPHONE 96

J. TRACY BARTON
ATTORNEY-AT-LAW
THE DALLES, OREGON

RECEIVED
FEB 27 1939
STATE HIGHWAY COMMISSION

February 25th, 1939.

Oregon State Highway Commission,
Salem, Oregon.

In re: Claim of Wasco County Grain Growers Co-operative Association,
vs.
Van Cleave & Van Cleave Construction Co. of St.Helens, Oregon, and Aetna Casualty & Surety Co.

Gentlemen:

Enclosed please find affidavit. Please send us a copy of the bond.

The claimants have not been able to get any settlement, and have instructed me to file suit in the Circuit Court for the amount of the work and labor, attorney's fees, and costs.

Thanking you, I am,

Sincerely,

J.TRACY BARTON

JTB:M

c.c. to Bates, Lively & Pearson,-
Portland, Oregon.

ANSWERED
H. B. GLAISYER

STATE OF OREGON)
) ss.
COUNTY OF WASCO)

I, Louis J.Kelly, being duly sworn say: That I am Secretary-Manager of the WASCO COUNTY GRAIN GROWERS CO-OPERATIVE ASSOCIATION, a co-operative Association organized under the laws of the State of Oregon, with principal place of business in The Dalles, Wasco County, Oregon; and

That between January 1 1938 and and January 31st 1938, the said Wasco County Grain Growers Co-Operative Association, at the special instance and request of VAN CLEAVE & VAN CLEAVE CONSTRUCTION CO. of St.Helens, Oregon, performed work and labor upon a caterpillar tractor of said VanCleave & Van Cleave Construction Co. of the reasonable value of TWO HUNDRED SIXTY TWO AND 59/100 ($262.59) DOLLARS, no part of which has been paid, although often demanded.

That at the time of said work, and later, the said Van Cleave & Van Cleave Construction Co. was engaged in performing a contract for the Oregon State Highway Commission, said contract being that of clearing rock at the site of the Lewis & Clark Monument at The Dalles, Oregon;

That said tractor was damaged in said work under said contract and the work and labor were furnished by said co-operative association during the time of said work on said monument contract; and, said tractor later used on said work.

That the Aetna Casualty & Surety Company of Portland, Oregon, had furnished a bond for the said Van Cleave & Van

Cleave Construction Co. in their contract on said monument job.

That the claimant herein has filed the notice within the time required by Oregon Laws 67-1101, as amended.

Louis J Kelly

Subscribed and sworn to before me this 25th day of February 1939.

Notary Public for Oregon
My commission expires:
February 2,1942.

(Notarial Seal)

2020

RECEIVED
FEB 25 1939
FOR FILING
7a P 36-e

February 24, 1939

Wasco County Grain Growers,
P. O. Box 341
The Dalles, Oregon

Attention: L. J. Kelly, Manager

Gentlemen:

Honorable Earl Snell, Secretary of State, has forwarded to this office a copy of your letter of February 22 regarding your claim against Van Cleave and Van Cleave.

The bond furnished by Van Cleave and Van Cleave to the State Highway Commission, in connection with its state highway contract, is the only protection that the Highway Commission has to offer for the satisfaction of your claim. The filing of your notice with the Secretary of State prior to the expiration of a period of 6 months from the date of completion of the contract and acceptance of the same by the State Highway Commission enables you to hold the bond responsible and liable for the payment of your claim after such 6-month period has expired.

In view of the fact that your claim has not been satisfied, I would suggest that your next course of procedure is to sue on the bond as it is impossible for the State Highway Commission to pay your claim direct.

Yours very truly,

HBG:MC

Secretary

RECEIVED
FEB 24 1939
OREGON
STATE HIGHWAY COMMISSION

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

February 23, 1939

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer

There is enclosed for your information a copy of a letter from Wasco County Grain Growers relative to their notice of claim which was filed in this office on April 18, 1938.

Very truly yours,

Earl Snell
Secretary of State

S:Fm
enc. 1

ANSWERED
H. B. GLAISYER

COPY

WASCO COUNTY GRAIN GROWERS
COOPERATIVE ASSOCIATION
P. O. Box 341
609 East Second St.
The Dalles, Oregon

February 22, 1939

Mr. Earl Snell
Secretary of State
Salem, Oregon

Dear Sir:

On April 16, 1938, we wrote you concerning a claim for labor and repairs amounting to $262.59, which was presumably to be paid out of the bond taken through Bates, Lively and Pierson Company of Portland by the Van Cleave and Van Cleave Construction Company.

To date we have received no reply and no payment of this claim, even though notification was given to the insurance agents, to Van Cleave and Van Cleave, and to the Secretary of State in accordance with the amended section 67--1101 Oregon Code of 1930.

We are wondering what further action we should take in order to secure a settlement on this claim. Please advise as quickly as possible what action the Secretary of State's office has taken and if we can cooperate in any way with your office, we shall be only too glad to do so.

Yours very truly,

WASCO COUNTY GRAIN GROWERS
L. J. KELLY
L. J. Kelly, Manager

CEL m
cc: Van Cleave and Van Cleave
cc; Bates, Lively and Pierson Company

RECEIVED
OCT 11 1938
FOR FILING
7a P 36-C

October 11, 1938

Mr. Carl V. Mautz, Attorney
The Aetna Casualty & Surety Co.
313 Yeon Building
Portland, Oregon

Dear Mr. Mautz:

I have just received your letter of October 10 in regard to the warrant covering final payment for the Van Cleave and Van Cleave job at The Dalles, Contract No. 2020.

It is customary in cases of assignments for the warrants to be made payable to the payee as the warrant that you have has been prepared and it need not be endorsed by the contractor. I think you will find that the warrant will be honored by any bank and by the state treasurer if endorsed by the Aetna Casualty & Surety Company alone as assignee. In any event we have not had any trouble in that regard heretofore. Should you have any difficulty in cashing the warrant in this particular instance, let me know and we will see what we can do.

Very truly yours,

Secretary

HBG:AM

THE ÆTNA CASUALTY AND SURETY COMPANY
HARTFORD, CONNECTICUT
AFFILIATE OF
ÆTNA LIFE INSURANCE COMPANY
THE AUTOMOBILE INSURANCE COMPANY
THE STANDARD FIRE INSURANCE COMPANY

CLAIM DEPARTMENT
GEORGE A. MERCER, ADJUSTER
313 YEON BUILDING

PORTLAND, ORE.

RECEIVED
OCT 11 1938
OREGON
STATE HIGHWAY COMMISSION

Oct. 10, 1938

H.B.Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Re: Contract No. 2020 - Van Cleave and Van Cleave
State of Oregon

Dear Mr. Glaisyer:

At the time I received the warrant from you in final settlement of the Van Cleave matter, I failed to note that Van Cleave and Van Cleave were named in the warrant as payee along with the Aetna Casualty & Surety Company. It is hard to locate these men as they are continually on the hop and I thought that by virtue of our assignment, the warrant would be made payable to the Aetna Casualty & Surety Company, as assignee alone, especially since we have paid out far more than the face of the warrant.

I seem to recall in a former case that the warrant was also made out to the contractors and the Aetna wherein we had an assignment as we do in this case and that we received instructions from your office that the Aetna Casualty & Surety Company could also sign for Van Cleave and Van Cleave.

Will you please advise whether we can do this and if not, whether it is possible to get a warrant for the Aetna Casualty & Surety Company as assignee alone since I have serious doubts that I will be able to contact the Van Cleaves.

Thanking you in advance for an early reply, I am

Yours very truly,

Carl V. Mautz
Attorney

CVM V

ANSWERED
B.G.

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

J. W. DeSOUZA
ASSISTANT ATTORNEY

RECEIVED
OCT 8 1938
FOR FILING
36-c

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

October 8, 1938

Mr. R. H. Baldock,

Office.

Dear Sir:

With respect to Van Cleave & Van Cleave contract, which is No. 2020, there were filed with the Highway Commission claims totaling $4,192.95. I have a letter from Carl V. Mautz, Attorney for the surety company, showing that the surety company has paid $3,122.98. The company's letter states that several of the unpaid claims are disputed.

The Supreme Court has held that a surety company which has paid debts which the contractor should have paid is subrogated to the rights of the contractor and is entitled to receive and be paid money earned under the contract, at least to the extent of the amount of debts paid by the surety company.

Under the circumstances it is my opinion that the surety company, since it has paid debts owed by the contractor in a sum in excess of three thousand dollars and since the surety company holds an assignment in its favor made by Van Cleave & Van Cleave, the surety company is entitled to be paid the balance earned under the contract and as yet unpaid.

Yours very truly,

J. M. Devers
J. M. DEVERS

JMD:PW

REFERRED TO
Jam
BY SECRETARY

NOTED
H B GLAISYER

This OK'd by Baldock
& warrant released
on Oct 8, '38. HBG-

ACCIDENT AND LIABILITY DEPARTMENT
ÆTNA LIFE INSURANCE COMPANY
THE
ÆTNA CASUALTY AND SURETY COMPANY
AUTOMOBILE INSURANCE COMPANY
OF HARTFORD, CONNECTICUT.
MORGAN B. BRAINARD, PRESIDENT.

BATES, LIVELY & PEARSON,
General Agents,
YEON BUILDING,
GEORGE A. MERCER, Adjuster,

PORTLAND, ORE.,

October 7, 1938

J. M. Devers, Attorney
Oregon State Highway Commission
Salem, Oregon

Dear Sir: Re: Contract 2020 Van Cleave & Van Cleave

In connection with the payment of the outstanding accounts against the above contract, please be advised that we have paid the following accounts and have releases from the claimants:

Treasurer of Wasco County	$74.25
Union Oil Co. of Calif.	129.25
Model Laundry	73.65
Oscar Butler & Son	285.00
Ore. Wash. Powder Co.	724.70
M. R. Senter Tool Service	102.74
Howard Cooper Corporation	1360.00
Pacific Machinery & Tool Steel Co.	185.50
J. A. Terteling & Sons	177.94
City of The Dalles	10.00

According to our records the only claims outstanding are those of E. A. Porter Garage, for repairs; Dawson Electric Works, supplies; Pacific Power & Light Co., power and supplies; V. R. Fraley, supplies; Mrs. E. M. Williams, damages; Stadelman-Bonn Hardware Co., supplies; Wasco County Grain Growers, labor and material.

Some of these last mentioned claims are not covered by our bond and some are covered in part and we are in negotiation with those claimants whose claims are partly covered by the bond.

In view of the fact that all claims have been settled which are clearly covered by the bond, we feel that we are entitled to receive the final estimate due the contractors assigned to the Ætna Casualty & Surety Company, these funds having been released from attachment by virtue of an order signed by Circuit Judge Geo. Peters on the 5th day of October, 1938.

Yours very truly,

Carl V. Mautz
Attorney.

CVM/d

NOTED
H B GLAISYER

October 5, 1938

Mr. Glaisyer:

The information which you requested regarding the Van Cleave & Van Cleave, Contract No. 2020, The Dalles Roadside Improvement Project in Wasco County, is as follows:

The project was completed March 14, 1938, and was accepted April 29, 1938.

Warrant for final payment in amount of $1,265.05 is being held. An attachment for $502.39, was served on Jan, 31, 1938, by Credit Bureau's, Inc. As far as I know this has never been satisfied or released.

In addition to the above attachment the following claims are on file:

Wasco County - for equipment rental -	$ 74.25
Union Oil Company - supplies -	129.25
E. A, Porters Garage - repairs -	4.50
Model Laundry - fuel Oil -	73.65
Dawson Electric Works - supplies -	11.48
Pacific Power & Light Co. - power and supplies -	15.94
Oscar Butler & Sons - equipment rental -	299.00
City of The Dalles - equipment rental -	10.00
V. R. Fraley - supplies -	4.50
Harold Howell - for labor -	60.64
Wasco County Grain Growers - lab. & material -	262.59
J. A. Terteling & Sons - for services -	177.94
Oregon-Washington Powder Co.- for material -	1,259.50
Howard-Cooper Corp. - for equipment rental -	1,446.84
Pac. Machine & Tool Sreel Co. - for equipment -	234.28
Stadelman-Bonn Hardware Co. - supplies -	98.59
Mrs. E. M. Williams - for damages -	30.00
Total -	$4,192.95

J. McFarland.

NOTED
H B GLAISYER

RECEIVED
AUG 23 1938
FOR FILING

7AP 36-C

August 20, 1938

Mr. C. D. Christensen,
American Bank Building
Portland, Oregon

Dear Sir:

Reply is made to your letter of August 19 in regard to Van Cleave & Van Cleave, contractors for the roadside improvement project at The Dalles, State Highway Contract No. 2020.

Answering your first question, this firm is a partnership consisting of William Van Cleave and J. W. Van Cleave. Their address is Box 314, Hoevet, Oregon.

As to whether or not the Highway Department is holding final payment on this job, wish to say that the Commission is retaining the amount of $1,265.05. This is not being held for any particular claim.

In connection with this project the contractor was required to furnish the State a surety bond for the protection of claimants and to insure the satisfactory completion of the project. The bond was written by the Aetna Casualty and Surety Company for whom Bates, Lively & Pearson are the resident agents with offices in the Yeon Building, Portland.

Yours very truly,

Secretary

MBG:MC

LAW OFFICES OF
C. D. CHRISTENSEN
AMERICAN BANK BUILDING
PORTLAND, OREGON

RECEIVED
AUG 20 1938
STATE HIGHWAY COMMISSION

August 19,1938.

Oregon State Highway Commission,
Salem,Oregon.

Gentlemen:

I would appreciate information with reference to the firm of Van Cleave & Van Cleave, contractors for the construction of The Dalles Roadside Improvement Project, contract No.2020. The information I desire is whether or not this firm is a corporation or individuals and if so the initiations of the parties and their addresses.

I am taking the liberty of asking this information from the department as this will no doubt be disclosed from information that you have on hand in connection with contracts entered into with the Highway Department.

I represent a client who has a claim against this firm in connection with material furnished on this job. I am also advised that the department is holding final payment in a substantial amount on this particular job. Is this held for payment of any specific claim, or is the amount subject to garnishment in the hands of the Highway Commission?

Would appreciate hearing from you at your earliest convenience.

Thanking you in advance for your courtesy, I am

Very truly yours,

Christensen

CDC/LO

ANSWERED
H. B. G.

RECEIVED
AUG 18 1938
FOR FILING
4a P 36-E

August 17, 1938

Pacific Machinery & Tool Steel Co.
630 S. E. Belmont Street
Portland, Oregon

Attention: O. J. Ulrich, President

Gentlemen:

Reply is made to your letter of August 15 in which you inquire as to whether or not the State Highway Commission is still indebted to Van Cleave & Van Cleave, contractors for the construction of The Dalles Roadside Improvement Project, Contract No. 2020.

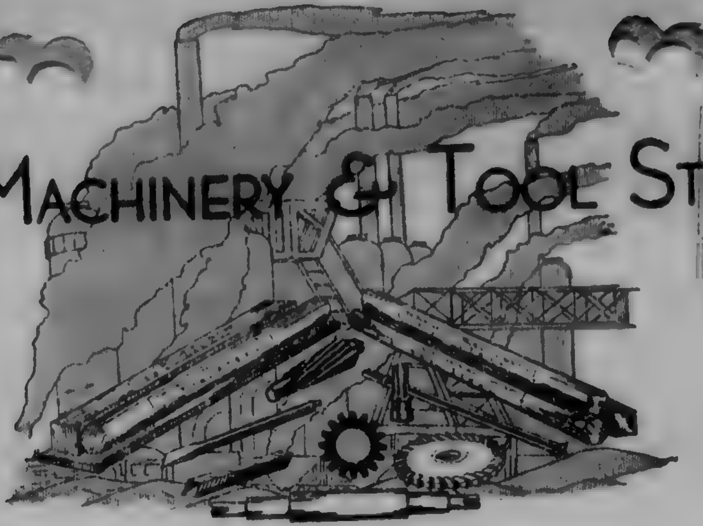
Investigation of the records reveals that we are still holding the final payment in connection with this project amounting to $1,265.05.

Very truly yours,

Secretary

HBC:AM

PACIFIC MACHINERY & TOOL STEEL CO.



RECEIVED
1938
OREGON
STATE HIGHWAY COMMISSION

Office and Warehouse
630 S. E. Belmont St.
PORTLAND • OREGON

Aug. 15, 1938

Oregon State Highway Commission,
Salem, Oregon

ATT: Mr. H. B. Glaisyer, Secretary

Gentlemen:

On May 17, 1938 we filed claim with the Secretary of State, Oregon, against VanCleave and VanCleave, contract #2020, The Dalles Roadside Improvement Project on the Columbia River Highway in Wasco County, amount $234.28.

We have received a check from the surety company, the Aetna Casualty and Surety Company, for $185.50, whereas the total amount owing us was $234.28, leaving a balance of $48.78.

The surety company advise us that the amount of the draft is the total amount they are liable for.

Will you please advise any amount that may still be due VanCleave and VanCleave on this contract?

Very truly yours,

PACIFIC MACHINERY & TOOL STEEL COMPANY

By O. J. Ulrich
President

OJU:EL

REFERRED TO
BY SECRETARY

Has one paid final?
Ans
H. B. G.
Forwarded amt. $1265.05
being held. [illegible] request. Many claims.

ANSWERED
H. B. G.

RECEIVED
AUG 3 1938
FOR FILING

36-e

August 1, 1938

Hon. Earl Snell
Secretary of State
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of July 29 enclosing three copies of a notice of claim by J. A. Terteling & Sons for $177.94 against the bond taken from Van Cleave & Van Cleave, principal, and The Aetna Casualty & Surety Company, surety, for work on The Dalles Roadside Improvement Project, Contract No. 2020.

We have noted this claim in our records of this job and are today forwarding copies of the notice thereof to the contractors and their surety.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

COPY

August 1, 1938

AETNA CASUALTY & SURETY COMPANY
Bates, Lively & Pearson, Agents
Yeon Building
Portland, Oregon

Gentlemen:

We have today received from the Secretary of State three copies of a notice of claim by J. A. Terteling & Sons against Van Cleave & Van Cleave for work on The Dalles Roadside Improvement Project, Contract No. 2020.

Since you are surety for the contractors on this job, we are sending you herewith one of these notices of claim, for your prompt attention.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

cc - Van Cleave & Van Cleave

COPY

J. A. TERTELING & SONS

Contractors

Boise, Idaho

July 27, 1938

Honorable Earl Snell, Secretary of State,
State of Oregon,
Salem, Oregon.

Dear Sir:

Notice hereby is given that the undersigned has a claim for sharpening bits and shanking steel, in the sum of $177.94, against the bond taken from Van Cleave & Van Cleave, principal, and The Aetna Casualty and Surety Company, surety, for the work of The Dalles Roadside Improvement Project on the Columbia River Highway, in Wasco County, being State Highway Contract No. 2020.

J. A. TERTELING & SONS

By: L.C.Stenger
Office Manager.

Endorsed: File No. 2810
Filed July 29, 1938
EARL SNELL,
Secretary of State

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
JUL 30 1938
OREGON
STATE HIGHWAY COMMISSION

July 29, 1938

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H.B. Glaisyer, Secretary

There are enclosed for your information and files three copies of a notice of claim by J. A.Terteling & Sons for $177.94 against the bond taken from Van Cleave & Van Cleave, principal, and The Aetna Casualty & Surety Company, surety, for work on The Dalles Roadside Improvement Project, contract No. 2020, which was received and filed in this office today.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell
Secretary of State

S:FM
encs. 3

RECEIVED
JUL 25 1938
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon F.A.P. 36-C
The Dalles Roadside Improvement
Columbia River Highway

36-C

July 19, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
T. M. Davis
Highway Engineer

Encls.

Gron

Aypr-34395

Form P. R. 2

State Oregon

Federal Aid Project No. 36-C

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 15 th day of June, 1938

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 13th day of November, 1933, a revised project statement, which was approved by the Secretary on the 22nd day of November, 1933, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section C of said project which were recommended for approval by the United States District Engineer on the 30th day of August, 1937; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of three thousand, six hundred ten and no/100 dollars ($3,610.00) as the share of the United States payable under said act on account of Section C of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

Article I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from Chap. 175, laws 1917; Chap. 31, laws 1920 (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

Article II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 921+40 and survey station 927+00, all in The Dalles

, length 0.106 of a miles/ in Wasco County,

being Section C of Oregon Federal Aid project No. 36, consisting of

0.106 of a miles/ of ~~[illegible]~~ roadside improvement. / b~~[illegible]~~

~~[illegible]~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section 6 of said project shall not in any event exceed the sum of three thousand, six hundred ten and no/100 dollars ($3,610.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of five thousand, nine hundred twelve and no/100 dollars ($5,912.00), the approved total estimated cost of Section 6 of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, laws 1927 (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 30th day of June, 1938

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By E B Aldrich
Member, State Highway Commission
(Title of officer)

By F. L. TouVelle
Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

SECRETARY OF AGRICULTURE,

By H. J. O'Leary
Acting Chief, Bureau of Public Roads.

8—6318

FOR FILING

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of **Oregon**

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of **Oregon** for the construction of a highway designated in the records of this Department as **Federal Aid** Project No. **36-C**, State of **Oregon.**

Second. That in accordance with said provisions I have approved the sum of $ **5,912.00** as the total estimated cost of said project, and the sum of $ **3,610.00** as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 30th day of June one thousand nine hundred and thirty-eight

Secretary of Agriculture,

By H. J. O'Leary
Acting Chief, Bureau of Public Roads.

RECEIVED
JUL 19 1938
FOR FILING
FAP 36-C

#2020

[illegible] 1938 [illegible]

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

July 16, 1938

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There is enclosed for your information a copy of a letter from J. A. Terteling & Sons relative to their claim for $177.94 against the bond taken from Van Cleave & Van Cleave for work on The Dalles Improvement Project.

I am today forwarding to them a copy of the law in order that they may file a proper notice of claim.

Yours very truly,

Earl Snell

Secretary of State

S:FM
enc.

COPY

J. A. TERTELING & SONS
Contractors
Boise, Idaho

July 14, 1938

Secretary of State,
Salem, Oregon.

Dear Sir:

During the progress of the construction of our contract last fall for U. S. Army Engineers, at The Dalles, we performed certain shop work for Van Cleave and Van Cleave, contractors, in connection with their work on The Dalles Roadside Improvement Project on the Columbia River Highway, being State Highway Contract No. 2020. The amount of this account is $177.94.

We have rendered statement of account to these people, and written repeatedly regarding settlement thereof. Our job superintendent was informed by them that their final estimate had not been received, in April last, and when received they would be able to take care of it.

We have notified their bonding representatives and have been advised recently that, unless materials furnished are not entirely used up on that job, the surety is not liable under their bond. As a matter of fact, our shop sharpened bits and shanked steel for Van Cleave and Van Cleave, all labor cost and not a matter of furnishing materials, and we are advising the bonding people accordingly.

Please take the necessary steps to protect us on this account as it was entirely an accommodation rendered these people because their work was adjacent to ours, and should have been settled months ago.

Yours very truly,

J. A. TERTELING & SONS.

LCS.

By: L. C. Stenger

RECEIVED
JUL 18 1938
FOR FILING

3b-e

July 16th, 1938

Mr. William VanCleave
Hauser, Oregon

Dear Sir:

Acknowledgement is made of your letter of July 2nd, protesting against engineering charges assessed against your company for failure to finish on the Dalles roadside improvement project within the time limit.

This project was a Federal Aid project constructed with funds largely furnished by the federal government. The Comptroller of Currency has ruled that engineering expenses must be charged after the expiration date; and therefore, this department is in no position to remit engineering penalties.

The matter was discussed with Mr. Otten and Mr. Franklin, and they both advise that a great deal of time was lost in equipment breakdown repairs and that they know of no extenuating circumstances which the federal authorities would consider sufficiently meritorious to waive engineering costs after the contract expiration date.

Very truly yours,

R

State Highway Engineer

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

July 13, 1936.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R.H. Baldock,
State Highway Engineer,
Office.

RE:- Van Cleave & Van Cleave
Dalles Contract

Attention - Mr. H. G. Smith

Dear Sir:

Relative to Mr. Van Cleave's protest regarding the loss of the engineer's fee, he gives as his reason the change of engineers. I suppose this refers to the change from L. N. Dow to L. W. Franklin, but I cannot understand how this should affect the contract since Franklin carried on where Dow left off.

As it was an overrun occurred on the job due to some error in computations which developed as soon as the stakes were set for the contractor. The grade was accordingly raised to meet the existing conditions with the result that the contractor did not go quite as deep as some of the sections indicated and still left him with more yardage than was estimated under the original contract. This discrepancy I never could get properly explained to me for I had both Dow and Hathorn figure the yardage independently and their computations checked within 200 cu. yds. or within an error of 4% and I used Dow's higher figures for the bid estimate. The final estimate was slightly above a 10% increase on the bid estimate so this should have favored the contractor. This might have been the change Mr. Van Cleave had in mind, but as it went over instead of under I cannot believe this would hurt him financially.

My guess is that he spent his time trying to operate worn-out and inadequate equipment for on most of my inspection trips his work was shut down for repairs. Not being a powder expert I cannot tell you exactly what he should have done, but the result was not satisfactory and he was forced to go back and shoot off innumerable high spots. For one thing - he moved the long rock cut by bull-dozer when the contractor on the adjoining property would have gladly rented him the shovel and trucks. To me this long boost for the disposal of these large jagged lava rocks was most unwise and the cause of considerable delay.

He mentions in his letter that he should have put "changes contemplated by former engineer in writing" and I am at a loss to explain what changes Dow might have contemplated or fancied. Engineer Dow used to report to me that he was forced to change the plans on whatever roadside he was working on at the moment, but I always cautioned him that in making his changes to always stick to the exact dimensions on the plans and which of course he always did. Franklin never reported a deviation from the original plans so of course I know none were made. This much you can depend upon - that the job was paid for on the basis of the final sections and consequently any serious changes would have been noted in the final check-up if not in my office, then by Mr. McCallister or Mr. Probert.

Poor organization, poor equipment, lack of finances and poor superintendence I feel are the real answer to Van Cleave's troubles. I know he was hounded by creditors who attached everything he had in sight and was thus hampered in meeting his obligations in labor and rentals.

Van Cleave made us a good bid and performed a good job under a business handicap and I hate to see him lose. I would recommend leniency only because he had such a tough row to hoe.

Yours very truly,

George H. Otten,
Landscape Engineer.

GHO/H

RECEIVED
JUL 6 - 1938
OREGON
STATE HIGHWAY COMMISSION

Hoevet Or.
July 2, 1938

RECEIVED
JUL 6 - 1938

Mr. Baldock.
Salem, Or.

Dear Mr. Baldock:

Your letter of June 18th relative to extension of time at The Dalles and charges for engineering; am sorry to see that it is figured I could have completed the work sooner.

I am having to take exception to this statement as I did the work as soon as possible under circumstances that arose.

I lost quite heavily on the job from circumstances that I was not exactily responcible for, which I did not request to be put in writing; due to change of Engineers on the job and me not having outline of former engineer in writing about changes of monument I lost on job and was also late on finishing.

I don't quite consider it fair to loose the amount of engineers fees charged to me but if The commission figures to charge them too me, I don't kno as I can do any thing but take that much more loss on the job. Had I been smart enough, to have put changes contemplated by former engineer in writing I would not have lost on job or been late finishing as it would of been on force account.

Sincerely yours, Van Cleave & Van Cleave.
by Wm. Van Cleave.

RECEIVED
JUL 11 1938
FOR FILING
FAP 36-C

#2020

July 9, 1938

Mr. Carl V. Mentz,
Attorney,
Bates, Lively & Pearson,
Yeon Building,
Portland, Oregon.

Dear Sir:

In response to your inquiry of July 8th you are advised that the Van Cleave & Van Cleave Contract No. 2020, The Dalles Roadside Improvement Project, was completed March 14, 1938, and was accepted by the Highway Commission on April 29, 1938.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by [illegible] McFarland.

ACCIDENT AND LIABILITY DEPARTMENT
ÆTNA LIFE INSURANCE COMPANY
THE
ÆTNA CASUALTY AND SURETY COMPANY
AUTOMOBILE INSURANCE COMPANY
OF HARTFORD, CONNECTICUT.
MORGAN B. BRAINARD, PRESIDENT.

BATES, LIVELY & PEARSON,
General Agents,
YEON BUILDING.
GEORGE A. MERCER, Adjuster.

PORTLAND, ORE.,

RECEIVED
JUL 9 - 1938
OREGON
STATE HIGHWAY COMMISSION

July 8, 1938

H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Re: VanCleave & VanCleave
Contract No. 2020
The Dalles Roadside Improvement Project.

We do not believe that you have ever advised us when this job was formally accepted by the State Highway Commission. As that question is now very important because of the numerous bills and accounts that have been filed against the contract, we would appreciate your advices.

Yours very truly,
Carl V. Mautz
Attorney.

CVM/d

REFERRED TO [illegible] BY SECRETARY

prepare answer

#2020

FORM [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
ATTORNEY
J. W. DeSOUZA
ASSISTANT ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
JUN 25 1938
FOR FILING

36-E

June 22, 1938

Mr. S. H. Probert,

Office.

Dear Sir:

I have just received a copy of a letter written to VanCleave and VanCleave by Galloway & Krier, Attorneys of The Dalles, in which letter it is claimed that VanCleave and VanCleave in connection with blasting work done under their contract damaged a fireplace by loosening it from the wall and that other damage was done to the house of Mrs. E. M. Williams, 608 West Sixth Street, The Dalles, to the amount of $50. A demand is made that the contractors pay the claim.

Yours very truly,

J. M. DEVERS

JMD:FW

cc VanCleave and VanCleave
Mosier, Oregon

Aetna Casualty & Surety Company,
Yeon Building,
Portland, Oregon.

H. B. Glaisyer

REFERRED TO
BY SECRETARY

RECEIVED
JUN 20 1938
FOR FILING

36-e

June 18, 1938

VAN CLEAVE & VAN CLEAVE
Box 314
Hoevet, Oregon

Gentlemen:

At the meeting of the Oregon State Highway Commission held on April 29, 1938, the following action was taken on your request for extension of time:

> "The Commission had under consideration the request of contractors Van Cleave & Van Cleave for an extension of time from January 31 to March 14, 1938, within which to complete State Highway Contract No. 2020 covering The Dalles Roadside Improvement Project adjacent to the Columbia River Highway, in Wasco County. The contractors gave no reason for failure to complete the project within the specified time limit. The Engineer advised that there was no particular reason why the contractors could not have finished this job within the specified time and accordingly recommended that the extension of time requested be granted but that the contractors be charged for the extra engineering expense that the state has incurred subsequent to the specified completion date. He presented a letter from the Bureau of Public Roads concurring therein. The Commission approved the recommendation."

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

cc - W. E. Chandler

RECEIVED
DEC 9 1938
FOR FILING

36-C

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

June 15, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office, for Oregon F.A.P. 36-C, The Dalles roadside improvement on the Columbia River Highway. Enclosed is an approved copy of the detail estimate upon which the agreement was based, together with approved copy of specifications.

Approval of the project is with the understanding that no payment of Federal funds will be made for the work involved in this agreement until satisfactory provision has been made for the planting work required to complete the project.

Since this project is to be financed by 1937 Federal Aid funds, which would lapse if the agreement is not completely executed by June 30, 1938, immediate consideration is requested.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Highway Engineer

Encls.

RECEIVED
JUN 17 1938
FOR FILING

FAP 36-C

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

[illegible] 1938
STATE HIGHWAY COMMISSION

June 15, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Enclosed is an approved copy of the detail estimate upon which the agreement was based, together with approved copy of specifications, for Oregon F.A.P. 36-C, The Dalles roadside improvement.

The agreement was handed to the Commission at today's meeting, together with a letter, an additional copy of which is enclosed. The enclosed documents were inadvertently returned to this office with the signed agreement.

Very truly yours,

W. H. LYNCH
District Engineer

By F.E. Andrews
F.E. Andrews
Sr. Highway Engineer

Encl.

RECEIVED
JUN 10 1938
FOR FILING

36-e

#2020

June 8, 1938

Hon. Earl Snell
Secretary of State
BUILDING

Dear Sir:

This acknowledges receipt of your letter of June 6, 1938, enclosing three copies of a notice of claim by Stadelman-Bonn Hardware Company for $98.59 against Van Cleave for work on The Dalles Roadside Improvement Project, State Highway Contract No. 2020.

We have noted this claim in our records of this job and will forward copies of the notice of claim to the contractors and their surety, Aetna Casualty & Surety Company.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

June 8, 1938

AETNA CASUALTY & SURETY COMPANY
Bates, Lively & Pearson, Agents
Yeon Building
Portland, Oregon

Gentlemen:

We have received from the Secretary of State three copies of a notice of claim by Stadelman-Bean Hardware Company against Van Cleave & Van Cleave for hardware materials and merchandise furnished in connection with work on The Dalles Roadside Improvement Project, State Highway Commission Contract No. 2020, amounting to $98.59.

Inasmuch as you are surety for the contractors on this job, we are enclosing for your information and attention a copy of this notice of claim.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MDL

cc - Van Cleave & Van Cleave
Moevet, Oregon

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
JUN 7 - 1938
OREGON
STATE HIGHWAY COMMISSION

June 6, 1938

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer

There are enclosed for your information and files three copies of a notice of claim by Stadelman-Bonn Hardware Company for $98.59 against the bond taken from Van Cleave & Van Cleave, principal, and Aetna Casualty & Surety Company, surety, for work on The Dalles Roadside Improvement Project, contract No. 2020, which was received from Malcolm W. Wilkinson, Attorney, The Dalles and filed in this office today.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell
Secretary of State

S:FM
encs. 3

COPY

NOTICE OF CLAIM

TO: OREGON STATE HIGHWAY COMMISSION AND STATE OF OREGON:

NOTICE IS HEREBY GIVEN That the undersighed, Stadelman-Bonn Hardware Company, The Dalles, Oregon, has a claim for hardware materials and merchandise furnished between December 1, 1937 and March 14, 1938, in the sum of Ninety-eight and 59/100 dollars ($98.59) against the bond taken from Van Cleave & Van Cleave as principal and the Aetna Casualty & Surety Company, Bates, Lively & Pearson, Agents, Yeon Building, Portland, Oregon, as surety, for the work of highway construction for The Dalles Roadside Improvement Project on the Columbia River Highway, in Wasco County, Contract No. 2020.

STADELMAN-BONN HARDWARE COMPANY

BY N. A. BONN
Partner.

RECEIVED
JUN 17 1938
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

RECEIVED
JUN 8 - 1938

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE REFER TO FILE No. 36-C

June 7, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are in receipt of a request from our Regional Office for two prints of plans, three of the title sheet and two of the monument to be erected by the city of The Dalles on Oregon Federal Aid Project No. 36-C, The Dalles roadside improvement, as submitted with your letter of August 26, 1937. It is apparent that the originals have been misplaced.

As the project agreement must be executed prior to June 30th, it is requested that the furnishing of these plans be expedited.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

Delivered to BPR by Otten 6-10-38
Jon

RECEIVED
JUN 7 1938
FOR FILING

36-C

June 6, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to The Dalles Roadside Improvement Project, Project No. FA 36-C.

It is our suggestion that the present work under contract be placed under project agreement at this time, and the proposed additional work can be carried under a separate agreement.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

RECEIVED
JUN 6 1938
FOR FILING

36-C

June 1, 1938

Retail Merchants Credit Association
303 East Second Street
The Dalles, Oregon

Attention: H. Baker, Secretary

Gentlemen:

Reply is made to your letter of May 27 in regard to Van Cleave & Van Cleave, Contractors for construction of The Dalles Roadside Improvement Project on the Columbia River Highway, in Wasco County, Contract No. 2020.

Our records show that this job was completed on March 14, 1938, and was accepted by the Commission on April 29, 1938. The records also show that the final payment to the contractors has not yet been made but will probably amount to $1,200. Just how soon the final will be paid I cannot say but I anticipate that it will be within the next 30 days.

All payments in connection with this job have been assigned by the contractors to the Aetna Casualty & Surety Company, surety on the bond furnished in connection with this job. Bates, Lively & Pearson are agents with offices in the Yeon Building, Portland. I would suggest that you file notice of the claims of the local merchants with Bates, Lively & Pearson and make a demand upon the surety for the payment of the same.

I would also suggest that you file notice of the claims with the Secretary of State as required by law in order to hold the bond responsible and liable for the claims after the expiration of a period of six months from date of completion of the project and acceptance of the same by the Highway Commission. A mimeographed copy of the law is inclosed for your further information.

Very truly yours,

Secretary

HBG:AM

Contract No. 2020 - The Dalles Roadside Improvement Project on The Columbia River Highway in Wasco County.

Completed March 14, 1938 - Accepted April 29, 1938 -

Total amount earned to date is $5,225.00 - Retained is $783.75 - paid to date $4,441.25.

There are many claims on file against this contract and the payments have been assigned to the Surety Company, who is the Aetna Casualty & Surety Company, Bates, Lively & Pearson, Agents, Yeon Bldg., Portland.

The contractors will receive approximately $1,200.00 on the final payment. Unable to say at this time just when the final payment will be ready.

McFarland.

Jm — are the [illegible] monies held up? HH

No payments being held at present. J. McF.

Paris Shop
Pashek's Grocery
Edw. C. Pease Co., Inc.
Pines Dairy
E. A. Porter
Peoples Market
Pound's Jewelry
Drs. Reuter, Thompson, Coberth & Griffith
Richfield Oil Co.
Shell Oil Co.
Stadelman-Bonn Hdwe. Co.
Stadelman Ice Co.
Standard Oil
Stipe Furniture Co.
Sunset Motor Co.
The Cinderella Shop
The Pacific Power & Light Co.
Dr. De Walt Payne
The Parlor Grocery
Texas Oil Co.
Tum-A-Lum Lbr. Co.
Twiss Electric
Union Oil Co.
U. S. National Bank
Van Dellen Lumber Co.
Van Orman's Men's Shop
Walther-Williams Co.
Wasco Whse. Milling Co.
Western Auto Supply
Western Dairy
A. M. Williams & Co.
Dr. Grace Young

Re: Van Cleve Bros, Wm.& J.W.

The above firm of contractors have been doing a piece of work at The Dalles for the State Highway. They have left here owing a number of the merchants, can you tell us whether or not they have received all of their money and if not when they will receive it.

We are enclosing a stamped envelope for your reply and would appreciate hearing from you by return mail. Thanking you for this information, We are,

Yours very truly,

Merchants Credit Assn.
By H. Baker

ANSWERED
H. B. G.

TREAT YOUR CREDIT AS A SACRED TRUST

THE DALLES RETAIL MERCHANTS CREDIT ASSOCIATION

HELEN T. BAKER, Secretary

303 EAST SECOND STREET
PHONES 940-941
THE DALLES, OREGON

Associated Oil Co.
Builders Supply Co.
Carlisle's Book Store
Central Pharmacy
City Market
Chronicle Publishing Co.
Davies Drug Store
Jack Docherty
Double Chance Service Station
East Hill Grocery
Economy Market
Forsberg Appliance Co.
Hampton Furniture Co.
H. A. Harden
Jackson St. Grocery
Kelly Avenue Grocery
Lane & Sexton
Lay's Hat Shop
Dr. Logue
Maier & Krier
Massee Electric
Maytag, Monarch
Mid-Columbia Garage
Mid-Columbia Hospital
Miller Motor Co.
Model Laundry
Montgomery Ward
Ninth Street Grocery
New Union Street Grocery
Paris Shop
Pashek's Grocery
Edw. C. Pease Co., Inc.
Pines Dairy
E. A. Porter
Peoples Market
Pound's Jewelry
Drs. Reuter, Thompson, Coberth & Griffith
Richfield Oil Co.
Shell Oil Co.
Stadelman-Bonn Hdwe. Co.
Stadelman Ice Co.
Standard Oil
Stipe Furniture Co.
Sunset Motor Co.
The Cinderella Shop
The Pacific Power & Light Co.
Dr. De Walt Payne
The Parlor Grocery
Texas Oil Co.
Tum-A-Lum Lbr. Co.
Twiss Electric
Union Oil Co.
U. S. National Bank
Van Dellen Lumber Co.
Van Orman's Men's Shop
Walther-Williams Co.
Wasco Whse. Milling Co.
Western Auto Supply
Western Dairy
A. M. Williams & Co.
Dr. Grace Young

May 27th,1938

H.B.Glayser
Secy. State Highway Co,.
Salem, Oregon

Dear Sir:

Re: Van Cleve Bros, Wm.& J.W.

The above firm of contractors have been doing a piece of work at The Dalles for the State Highway. They have left here owing a number of the merchants, can you tell us whether or not they have received all of their money and if not when they will receive it.

We are enclsoing a stamped envelope for your reply and would appreciate hearing from you by return mail. Thanking you for this information, We are,

Yours very truly,

Merchants Credit Assn.
By H. Baker

ANSWERED
H.B.G.

[illegible] the [illegible]

RECEIVED
MAY 25 1938
FOR FILING

36-C

May 23, 1938

Honorable Earl Snell
Secretary of State
OFFICE

Dear Sir:

This acknowledges receipt of your letter of May 19, 1938, with attached copies of notice of claim which has been filed by the Pacific Machinery & Tool Steel Company against the bond taken from Van Cleave & Van Cleave in connection with State Highway Commission Contract No. 2020 for The Dalles Roadside Improvement Project on the Columbia River Highway, in Wasco County.

In accordance with our usual practice we are today sending copies of this notice to the contractor and the surety.

Very truly yours,

Secretary

HBG:AM

[illegible]

[illegible]

RECEIVED
MAY 25 1938
FOR FILING

#2020

May 23, 1938

Aetna Casualty & Surety Company
Bates, Lively & Pearson
Yeon Building
Portland, Oregon

Gentlemen:

The State Highway Commission has today received a notice from the Secretary of State advising that a claim has been filed by the Pacific Machinery & Tool Steel Company against the bond taken from Van Cleave & Van Cleave in connection with their contract with the State Highway Commission, Contract No. 2020, for The Dalles Roadside Improvement on the Columbia River Highway, in Wasco County.

A copy of this claim is inclosed for your information. This is being sent to you inasmuch as you appear as surety on the bond furnished by Van Cleave & Van Cleave in connection with this job.

Very truly yours,

Secretary

HBG:AM

cc - Van Cleave & Van Cleave
Koewet, Oregon

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
MAY 21 1938
OREGON
STATE HIGHWAY COMMISSION

May 19, 1938

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files three copies of a notice of claim by Pacific Machinery & Tool Steel Company for $234.28 against the bond taken from Van Cleave & Van Cleave, principal, and Aetna Casualty & Surety Company, surety, for work on The Dalles Roadside Improvement Project, contract No. 2020, which was received and filed in this office today.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell
Secretary of State

S:FM
enc 3

COPY

PACIFIC MACHINERY & TOOL STEEL CO.
Office and Warehouse
630 S. E.Belmont St.
Portland, Oregon

May 17, 1938

The Secretary of State,
State of Oregon,
Salem, Oregon.

Dear Sir:

Notice hereby is given that the undersigned, Pacific Machinery & Tool Steel Company, have a claim for Timken Rock Bits and Timken Threaded Shanks in the sum of $234.28 against the bond taken from the Aetna Casualty & Surety Company of Portland, Oregon to cover contract of Van Cleave and Van Cleave, Box 314, Hoevet, Oregon, for The Dalles Roadside Improvement Project on the Columbia River Highway in Wasco County, State of Oregon Contract #2020.

Very truly yours,

PACIFIC MACHINERY & TOOL STEEL COMPANY

By O. J. Ulrich
President.

OJU:EL

Endorsed: File No. 2802
Filed May 19, 1938
EARL SNELL
Secretary of State

RECEIVED
MAY 18

36-e

May 16, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for The Dalles Roadside Improvement Project, Project No. F.A. 36-C-2.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department   Federal Aid Project No. 36-C-2

THE DALLES ROADSIDE IMPROVEMENT PROJECT

ON THE COLUMBIA RIVER HIGHWAY IN WASCO COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 16, 1938

Roadside Improvement (Sta. 920+00 to Sta. 931+00)

All Required	Area Clean-Up		$ 500.00
5,000 cu. yds.	Excavation, Single Classif.	$ 0.975	4,875.00
		Subtotal	$ 5,375
		10% Engr. & Cont.	537
		Total	$ 5,912

Length	0.208 mile
Cost per mile	$ 28,423

Federal Aid Funds Requested..	$ 3,610
State Funds..	2,302
	$ 5,912

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

#2020

RECEIVED FOR FILING
36-e

May 13, 1938

Hon. Earl Snell
Secretary of State
BUILDING

Dear Sir:

This acknowledges your letter of May 4, 1938, enclosing three copies of a notice of claim by Howard Cooper Corporation for $1446.84 against Van Cleave & Van Cleave for work on The Dalles Roadside Improvement Project, State Highway Commission Contract No. 2020.

We have noted this claim in our records of this job and are forwarding copies of the notice to the contractors and their surety, Bates, Lively & Pearson.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

May 13, 1938

AETNA CASUALTY & SURETY COMPANY
 Bates, Lively & Pearson, Agents
Yeon Building
Portland, Oregon

Gentlemen:

We have received from the Secretary of State three copies of a notice of claim by Howard Cooper Corporation in the sum of $1446.84, against Van Cleave & Van Cleave, for equipment rentals and parts in connection with State Highway Commission Contract No. 2020, The Dalles Roadside Improvement Project, in Wasco County.

We are sending you a copy of this notice of claim inasmuch as you are the surety named by the contractors on this job.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

cc - Van Cleave & Van Cleave

COPY

HOWARD-COOPER CORPORATION
307 S. E. Hawthorne Boulevard
Portland, Oregon

May 3, 1938

Earl Snell
Secretary of State
Salem, Oreg.

Subject: Van Cleave & Van Cleave

Dear Sir:

Notice hereby is given that the undersigned Howard-Cooper Corporation has a claim for equipment rentals and parts in the sum of $1446.84, against the bond taken from Van Cleave & Van Cleave for work on The Dalles Roadside Improvement Job No. 2020, The Dalles, Oregon.

Yours truly,

HOWARD-COOPER CORPORATION

D. I. Cooper
President

D. I. Cooper
PL
Enc.

Endorsed: File No. 2792
Filed May 4, 1938
EARL SNELL
Secretary of State

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
MAY 5 - 1938
OREGON
STATE HIGHWAY COMMISSION

May 4, 1938

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H.B. Glaisyer

There are enclosed for your information and files three copies of a notice of claim by Howard Cooper Corporation for $1446.84 against the bond taken from Van Cleave & Van Cleave for work on The Dalles Roadside Improvement Job No. 2020 which was received and filed in this office today.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell
Secretary of State

S:FM
encs. 3

REFERRED TO

#2020

RECEIVED
MAY 5 1938
FOR FILING

36-C

May 4, 1938

AETNA CASUALTY & SURETY COMPANY
Bates, Lively & Pearson, Agents
Yeon Building
Portland

Gentlemen:

We have received from the Secretary of State copies of a notice of claim, together with copies of correction of same, against Van Cleave & Van Cleave in favor of Oregon-Washington Powder Company, for work on The Dalles Roadside Improvement Project, State Highway Contract No. 2020. The amount of the claim as corrected is $2299.50.

Inasmuch as you are the surety in connection with this contract, we are forwarding you a copy of this notice of claim together with notice of correction, for your information and attention.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MDL

cc - Van Cleave & Van Cleave

May 4, 1938

Hon. Earl Snell
Secretary of State
BUILDING

Dear Sir:

We are in receipt of your letter of April 28 (followed by your letter of May 2 with correction) enclosing three copies of a notice of claim by Oregon-Washington Powder Company for $1260.00 against Van Cleave & Van Cleave in connection with prosecution of the work on The Dalles Roadside Improvement Project, State Highway Contract No. 2020.

We note that, as corrected, the amount of this claim should be $1299.90, and are notifying the surety accordingly.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

#2020

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
[illegible] 1938
STATE [illegible] COMMISSION

April 28, 1938

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H.B. Glaisyer, Secretary

There are enclosed for your information and files three copies of a notice of claim by Oregon-Washington Powder Company for $1260.00 against the bond taken from Van Cleave & Van Cleave, principal, and Aetna Casualty & Surety Company, surety, for work on the Dalles Roadside Improvement Project, contract No. 2020, which was received and filed in this office today.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell
Secretary of State

S:FM
encs. 3

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
MAY 3 - 1938
OREGON
STATE HIGHWAY COMMISSION

May 2, 1938

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B.Glaisyer, Secretary

There is enclosed for your information a copy of a letter from Oregon-Washington Powder Company advising that their claim against Van Cleave & Van Cleave, principal, and Aetna Casualty & Surety Company, surety, should be $1259.50 instead of $1260.00.

Yours very truly,

Earl Snell
Secretary of State

S:FM
enc. 1

Jm

COPY

OREGON-WASHINGTON POWDER COMPANY

Clackamas, Oregon

April 30, 1938

TO THE HONORABLE EARL SNELL, SECY OF STATE OF THE
STATE OF OREGON, AND TO THE STATE OF OREGON.

On rechecking our claim against the bond taken from Van Cleave & Van Cleave principal, and the Aetna Casualty & Surety Co. surety in connection with the prosecution of the work on The Dalles Roadside Improvement Project in Wasco County we discovered that and overcharge of .50¢ was made. The claim should now total $1259.50 instead of the original total of $1260.00. The corrected amount has been referred to the Bonding Company.

Very truly yours,

ORLGON-WASHINGTON PDR. CO.

By - S. W. Haberlach

COPY

OREGON-WASHINGTON POWDER CO.

Clackamas, Oregon

April 25, 1938

TO THE HONORABLE EARL SNELL, SECY OF STATE OF THE STATE OF OREGON? AND TO THE STATE OF OREGON.

Notice is hereby given that the undersigned, the Oregon-Washington Powder Co., has a claim for explosives in the sum of Twelve hundred sixty dollars ($1260.00) against the bond taken from Van Cleave & Van Cleave, principal, and the Aetna Casualty & Surety Co., (Bates Lively & Pearson, agents), surety in connection with the prosecution of the work on The Dalles Roadside Improvement Project in Wasco County. An Or gon State Highway Commission Contrat. No. 2020.

Dated at Clackamas, Oregon, April 25, 1938

OREGON-WASHINGTON POWDER CO.

By - W. F. Haberlach
Mgr.

Endorsed: File No. 2791
Filed April 26, 1938
EARL SNELL
Secretary of State

#2020

RECEIVED
MAY [illegible]

7aP 36-e

April 30, 1938

J. A. TERTELING & SONS
Contractors
The Dalles, Oregon

Attention C. L. Fry, Superintendent

Gentlemen:

We have received a copy of your letter of April 23 addressed to Van Cleave and Van Cleave, having reference to your claim against them in the amount of $177.94 in connection with The Dalles Roadside Improvement Project on the Columbia River Highway, in Wasco County, being State Highway Contract No. 2020. We are today notifying the surety company of this claim, and suggest that you do the same. The company whom the contractors named as surety for your protection and that of all claimants against them, is the Aetna Casualty & Surety Company, for whom Bates, Lively & Pearson are agents, with offices in the Yeon Building, Portland. In order further to protect your claim, should you not gain satisfaction through the surety, you should notify the Secretary of State, according to the provisions of Chapter 280, Oregon Laws 1931, mimeographed copy of which is enclosed for your information and guidance.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

encl.

April 30, 1938

AETNA CASUALTY & SURETY COMPANY
BATES, LIVELY & PEARSON, Agents
Yeon Building
Portland

Gentlemen:

We are in receipt of a carbon copy of a letter to Van Cleave & Van Cleave from J. A. Terteling & Sons, asking for a settlement of their claim in the amount of $177.94 in connection with The Dalles Roadside Improvement Project, on the Columbia River Highway, in Wasco County, being State Highway Contract No. 2020.

Please give this your prompt attention.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

HBL

cc - Van Cleave & Van Cleave
Hoevet, Oregon

J. A. TERTELING & SONS
CONTRACTORS
PLEASE REPLY TO

RECEIVED
1938
STATE HIGHWAY COMMISSION

The Dalles Oregon
April 23.1938

VanCleave & VanCleave

St Helens Oregon

Gentlemen;

We have been notified from the main office that your account of $177.94 has not been paid and as it is up to us to collect for all service which we give we must ask that this be setteled at once as your contract with the State Highway is complete and we do not see why this account has not been settled,therefore we will expect your check by return mail.

Trusting that this will receive your prompt attention,I am.

Yours truly.

C.L.Fry Supt.

C.C. Oregon State Highway.

REFERRED TO
SECRETARY

NOTED

#2020

RECEIVED
APR 21 1938
FOR FILING

36-e

April 20, 1938

Hon. Earl Snell
Secretary of State
BUILDING

Dear Sir:

This acknowledges your letter of April 18, enclosing three copies of a notice of claim by Wasco County Grain Growers against Van Cleave & Van Cleave in connection with their contract with the State Highway Commission for the work of leveling and clearing rock for the Lewis and Clark Monument project in The Dalles, Oregon, said claim being in the amount of $262.59.

We have noted this claim in our records of this job and are notifying the contractors and their surety, Aetna Casualty & Surety Company.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

April 20, 1938

AETNA CASUALTY & SURETY COMPANY
Bates, Lively & Pearson, Agents
Yeon Building
Portland, Oregon

Gentlemen:

We have received from the Secretary of State three copies of a notice of claim by Wasco County Grain Growers against Van Cleave & Van Cleave, in the amount of $262.59, for work on The Dalles Roadside Improvement Project on the Columbia River Highway, in Wasco County, being State Highway Commission Contract No. 2020.

Since you are the surety named by the contractors on this job, we are handing you herewith, for your information and attention, one of the copies of this notice of claim.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

cc - Van Cleave & Van Cleave
Box 314, Hoevet, Oregon

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
[illegible] 1938
STATE HIGHWAY COMMISSION

April 18, 1938

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files three copies of a notice of claim by Wasco County Grain Growers for $262.59 against the bond taken from Aetna Casualty & Surety Company for work on the Lewis and Clark Monument which was received and filed in this office today.

Please acknowledge receipt of the copies.

Yours very truly,

Secretary of State

S:FM
encs. 3

COPY

WASCO COUNTY GRAIN GROWERS
Cooperative Association
P. O. Box 341
609 East Second St.
The Dalles, Oregon

April 16, 1938

Earl Snell
Secretary of State
Salem, Oregon

To: Secretary of State
State of Oregon
Salem, Oregon

Notice is hereby given that the undersigned Wasco County Grain Growers Association of The Dalles, Oregon has a claim for labor and repairs in the sum of $262.59 against the bond taken from Aetna Casualty & Surety Company through their agents Bates, Lively, & Pearson of Portland, Oregon for the work of leveling and clearing rock for the Lewis and Clark Monument Association of The Dalles, Oregon.

Yours very truly,

WASCO COUNTY GRAIN GROWERS
L. J. Kelly Mgr
L. J. Kelly, Manager

LJK:CEL:r

cc: Van Cleave and Van Cleave
St. Helens, Oregon

Aetna Casualty & Surety Company
Portland, Oregon

Endorsed: File No. 2789
Filed April 18, 1938
EARL SNELL

FORM 8-A-1 1M 11-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM
April 16, 1938

IN REPLY PLEASE
REFER TO FILE No.

NOTED
State Highway Engineer

31-e

Mr. R. H.Baldock,
State Highway Engineer,
Office.

RE:- Contract #2020

Attention - H. B. Glaisyer

Dear Sir:

Attached is a letter asking for extension of time on contract #2020 signed by Wm. Van Cleave, together with consent of the surety company.

I see no reason for overrun of time on this job except equipment breakdown and poor management. In view of this I would recommend that the contractor be charged for engineering after January 31, 1938.

Yours very truly,

H. G. SMITH,
Construction Engineer.

By

George H. Otten,
Landscape Engineer.

Dictated by
L.W. Franklin
M

CC to
R.H.Baldock

FORM 0-A-1 [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

RECEIVED
APR 15 1938
FOR FILING

36-C

April 15th, 1938

IN REPLY PLEASE
REFER TO FILE NO.

Mr. L. J. Kelly, Manager
Wasco County Grain Growers
Cooperative Association
609 East Second St.
The Dalles, Oregon

NOTED
State Highway Engineer

Dear Sir:

In reply to your letter of April 11th, 1938, in regard to the balance due you from VanCleave & VanCleave, I have turned the matter over to the Secretary of the State Highway Commission who will reply direct to you concerning this matter.

Very truly yours,

L. W. Franklin
Resident Engineer

LWF:AM

cc to: R. H. Baldock
H. B. Glaisyer
H. G. Smith
George H. Otten

#2020

RECEIVED
APR 18 1938
FOR FILING

36-C

April 15, 1938

Mr. L. J. Kelly, Manager
Wasco County Grain Growers
Cooperative Association
609 East Second Street
The Dalles, Oregon

Dear Sir:

Your letter of April 11, addressed to Resident Engineer L. W. Franklin, inquiring what steps should be taken to collect your claim against Van Cleave & Van Cleave, has been turned over to this office for reply.

For the protection of claimants against them, Van Cleave & Van Cleave furnished a bond written by the Aetna Casualty & Surety Company, for whom Bates, Lively, & Pearson are local agents with offices in the Yeon Building, Portland. We are today notifying them and the contractors of your claim, and you should do the same. For double protection and in case you should not receive satisfaction through the bonding company, it would be well to notify the Secretary of State in accordance with the provisions of Chapter 280, Oregon Laws 1931, mimeographed copy of which is enclosed for your guidance..

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

#2020

RECEIVED
APR 18 1938
FOR FILING

36-C

April 15, 1938

Mr. L. J. Kelly, Manager
Wasco County Grain Growers
Cooperative Association
609 East Second Street
The Dalles, Oregon

Dear Sir:

Your letter of April 11, addressed to Resident Engineer L. W. Franklin, inquiring what steps should be taken to collect your claim against Van Cleave & Van Cleave, has been turned over to this office for reply.

For the protection of claimants against them, Van Cleave & Van Cleave furnished a bond written by the Aetna Casualty & Surety Company, for whom Bates, Lively, & Pearson are local agents with offices in the Yeon Building, Portland. We are today notifying them and the contractors of your claim, and you should do the same. For double protection and in case you should not receive satisfaction through the bonding company, it would be well to notify the Secretary of State in accordance with the provisions of Chapter 280, Oregon Laws 1931, mimeographed copy of which is enclosed for your guidance..

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

April 15, 1938

AETNA CASUALTY & SURETY COMPANY
Bates, Lively & Pearson, Agents
Yeon Building
Portland, Oregon

Gentlemen:

We are in receipt of notice of the claim of the Wasco County Grain Growers Association against Van Cleave & Van Cleave for tires and parts furnished them, presumably in connection with their work on The Dalles Roadside Improvement Project, State Highway Commission Contract No. 2020, in the amount of $262.59, balance due.

Inasmuch as you are the surety named by the contractors on this job, we are notifying you of this claim and enclosing copy of statement sent us. Please give this matter your prompt attention.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

HBL

cc - Van Cleave & Van Cleave
Box 314, Moevet, Oregon

FORM 5-A-1 10M 11-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

OREGON STATE HIGHWAY COMMISSION

SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

April 15th, 1938

Mr. L. J. Kelly, Manager
Wasco County Grain Growers
Cooperative Association
609 East Second St.
The Dalles, Oregon

Dear Sir:

In reply to your letter of April 11th, 1938, in regard to the balance due you from VanCleave & VanCleave, I have turned the matter over to the Secretary of the State Highway Commission who will reply direct to you concerning this matter.

Very truly yours,

L. W. Franklin
Resident Engineer

LWF:AR

cc to: R. H. Baldock
H. B. Glaisyer
H. G. Smith
George H. Otten

Office Phone 950 Parts Dept. 956 Big Eddy Warehouse 13-F-1

WASCO COUNTY GRAIN GROWERS
COOPERATIVE ASSOCIATION
P. O. Box 341
609 East Second St.
THE DALLES, OREGON

OFFICERS
C. L. LOOK, PRES.
C. F. EMERSON, VICE-PRES.
L. J. KELLY, SEC.-MGR.

DIRECTORS
C. A. HARTH
NICK FAX
S. P. WALKER

April 11, 1938

Mr. L. W. Franklin
State Highway Department
Salem
Oregon

Dear Sir:

Enclosed you will find a statement in quadruplicate made out to Van Cleave and Van Cleave, who have been hauling and doing construction work in The Dalles.

We have sent a statement monthly since December of 1937, and have had no reply regarding the balance due of $262.59. We are now wondering what steps should be taken to collect this balance as it is our understanding that Van Cleave and Van Cleave are now located in St. Helens and have taken practically all of their equipment with them.

Will you kindly drop us a line informing us what steps are required to collect this bill.

Thank you very much.

Yours very truly,

WASCO COUNTY GRAIN GROWERS

L J Kelly

L. J. Kelly, Manager

CEL:LJK
r
Enclosures

The Dalles, Oregon, April, 1938

M Wm D. Van Cleave + Van Cleave

IN ACCOUNT WITH

Wasco County Grain Growers Association

FARM IMPLEMENTS AND SUPPLIES

Phone 950

P. O. Box 341

Dec	29	In. 3589 - Parts	2	75		
"	29	In. 3592 - "	2	23		
Jan.	12	In. 3674 - "	204	71		
"	12	In. 3677 - "		13		
"	13	In. 3685 - "		12		
"	14	In. 3687 - "		60		
"	14	In. 3690 - "	9	98		
"	15	In. 3675 - "	33	72		
"	26	In. 3760 - "		50		
Feb.	4	In. 3848 - "	1	00		
"	5	In. 3865 - Tires	5	00		
"	14	In. 3927 - Parts		25		
Mar	7	In. 4143 - "	1	60		
		Balance			262	59

#2020

RECEIVED
APR 15 1938
FOR FILING
7aP 36-e

April 14, 1938

Aetna Casualty & Surety Co.
Bates, Lively & Pearson, Agents
Yeon Bldg.
Portland, Oregon

Gentlemen:

The State Highway Commission has been advised that Mr. Harold Howell, General Delivery, The Dalles, Oregon, has a claim in the amount of $60.64 against Van Cleave & Van Cleave arising out of their contract with the State Highway Commission for The Dalles Roadside Improvement Project, Contract No. 2020.

This information is given you inasmuch as you are surety on the bond furnished by Van Cleave & Van Cleave in connection with this contract.

Very truly yours,

Secretary

HBG:[illegible]

cc - Van Cleave & Van Cleave
Hoevet, Oregon

April 14, 1938

Mr. Harold Howell
General Delivery
The Dalles, Oregon

Dear Sir:

Mr. L. W. Franklin has referred to me your letter of April 7 advising of your claim in the amount of $60.64 against Van Cleave & Van Cleave arising out of their contract with the State Highway Commission for The Dalles Roadside Improvement Project, Contract No. 2020.

In connection with this job Van Cleave & Van Cleave furnished the state with a surety bond for the protection of labor and material claims and all just debts, dues and demands incurred against the contract. This bond was written by the Aetna Casualty & Surety Company for whom Bates, Lively & Pearson are agents with offices in the Yeon Bldg., Portland. I would suggest that you make a demand on the agent of the surety company for the payment of your claim. I would also suggest that you file notice of your claim with the Secretary of State in accordance with the provisions of Chapter 280, Laws of Oregon for 1931, a mimeographed copy of which is inclosed.

Mr. C. H. Gram, State Labor Commissioner, might be able to help you to secure satisfaction. Mr. Gram's office is in the First National Bank Bldg., Salem, Oregon.

Very truly yours,

Secretary

HBG:AM

6 [illegible]
[illegible]

The Dalles Ore.
[illegible] 1938

J. A. Franklin
[illegible]
[illegible]

Dear Sir:

I received your [illegible] [illegible] [illegible] [illegible] settlement [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] from [illegible] [illegible] [illegible] to the balance [illegible] [illegible] which is $60.64,

Would like you [illegible] to [illegible] [illegible] [illegible] [illegible] [illegible] or [illegible] [illegible] would [illegible] [illegible] about it.

Yours [illegible]
[illegible] Powell
The Dalles
Oregon
Fin. Sec.

NOTE

H E GLAEYER

#2020

RECEIVED
APR 12 1938
FOR FILING
36-e

April 9, 1938

AETNA CASUALTY & SURETY COMPANY
Bates, Lively & Pearson, Agents
Yeon Building
Portland, Oregon

Gentlemen:

We have received from the Secretary of State three copies of a notice of claim which has been filed with him by W. R. Fraley against Van Cleave & Van Cleave, in the amount of $4.50, for work on The Dalles Roadside Improvement Project, in Wasco County.

Inasmuch as you are the surety named by the contractors on this job, we are forwarding to you herewith one of these notices of claim for your information and attention.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

cc - Van Cleave & Van Cleave
Box 314
Newport, Oregon

April 6, 1938

Hon. Earl Snell
Secretary of State
BUILDING

Dear Sir:

This acknowledges receipt of your letter of April 4, enclosing three copies of a notice of claim by V. R. Fraley, for $4.50, against the bond taken from Van Cleve & Van Cleave as principal and Aetna Casualty & Surety Company, as surety, for work on the Lewis & Clark Monument Project.

We have noted this claim in our records of this job and are forwarding copies of the notice thereof to the contractor and his surety.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
APR 5 - 1938
OREGON
STATE HIGHWAY COMMISSION

April 4, 1938

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files three copies of a notice of claim by V. R. Fraley for $4.50, against the bond taken from Van Cleve & Van Cleve, principal, and Aetna Casualty & Surety Company, surety, for work on the Lewis & Clark Monument project which was received and filed in this office today.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell
Secretary of State

S:FM
encs. 3

COPY

The Dalles, Ore.
April 2, 1938

Mr. Earl Snell
Secretary of State
Salem, Ore.

Dear Sir:

I wish to file a claim in accordance with Chapt. 280. Oregon Laws 1931 against Van Cleve and Van Cleve, contractors who recently completed grading operations for the Lewis and Clark Monument project.

"Notice is hereby given that the undersigned - V. R. Fraley has a claim for paint material, repair and refinish hood in the sum of $4.50 against the bond taken from Aetna Casualty & Surety Co for the work af Lewis & Clark Monument Project.

Signed — Mr. V. R. Fraley
500 Webster St.
The Dalles, Ore.

Endorsed: File No. 2787
Filed April 4, 1938
EARL SNELL
Secretary of State

RECEIVED
APR 7 1938
FOR FILING

36-e

April 5, 1938

Oregon-Washington Powder Company,
Clackamas, Oregon.

Attention: Stan Haberlach.

Gentlemen:

In response to your inquiry of April 4th you are advised that the Van Cleave & Van Cleave Contract No. 2020, The Dalles Roadside Improvement Project in Wasco County, was completed March 14, 1938. This contract has not been accepted, nor has final payment been made to the contractors.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

Telephone: Oregon City 940

W. F. Haberlach, Manager

OREGON-WASHINGTON POWDER CO.

DISTRIBUTORS

GIANT

EXPLOSIVES

Clackamas, Oregon

RECEIVED
APR 5 - 1938
OREGON
STATE HIGHWAY COMMISSION

April 4, 1938

State Highway Dept.
Salem, Oregon

Gentlemen:

We would appreciate the information as to whether or not Van Cleave & Van Cleave have had their Dalles Job accepted and if so have they received their final estimate.

Very truly yours,

OREGON-WASHINGTON PDR. CO.
BY- Stan Haberlach

REFERRED TO
BY SECRETARY

[illegible] answer

H. B. G.

This outfit askes for information which we are in no position to give. If you approve of this letter please sign it as it is the best I can do for the,

RECEIVED
APR 6 1938
FOR FILING

36-C

April 4, 1938

Dear Sir:

Reference is made to your letter of March 25th to Mr. L. W. Franklin, Resident Engineer, for the Oregon State Highway Department, concerning claims against Van Cleave & Van Cleave in connection with their contract for The Dalles Roadside Improvement Project in Wasco County.

You are advised that up to the present time a total of $818.55 in claims have been filed against this contract by nine firms in the vicinity of The Dalles. An attachment has also been filed against the contract.

This department makes no attemptto pass upon the legality of claims filed against contracts. This being a matter for the contractor and his surety to determine. The contractors have been furnished with a copy of all of the claims which have been filed and it is suggested that you contact them for further information.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

April 4, 1938

Mr. C. Schneider, Manager,
Credit Bureaus Inc.,
Beals Building,
Tillamook, Oregon.

Dear Sir:

Reference is made to your letter of March 25th to Mr. L. W. Franklin, Resident Engineer, for the Oregon State Highway Department, concerning claims against Van Cleave & Van Cleave in connection with their contract for The Dalles Roadside Improvement Project in Wasco County.

You are advised that up to the present time a total of $818.55 in claims have been filed against this contract by nine firms in the vicinity of The Dalles. An attachment has also been filed against the contract.

This department makes no attemptto pass upon the legality of claims filed against contracts. This being a matter for the contractor and his surety to determine. The contractors have been furnished with a copy of all of the claims which have been filed and it is suggested that you contact them for further information.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

F. L. YOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

April 2nd, 1938

Mr. C. Schneider, Manager
Credit Bureaus Inc.
Tillamook, Oregon

Dear Sir:

I am turning your letter of March 25th, 1938 in regard to the lienable claims incurred on The Dalles contract by VanCleave & VanCleave, over to the Secretary of the Oregon State Highway Commission, who will reply direct to you.

Very truly yours,

L. W. Franklin
Resident Engineer

LWF:AR

cc to: George H. Otten
H. B. Glaisyer ✓

REFERRED TO
SECRETARY

CREDIT BUREAUS, INC.

BONDED COLLECTORS
CREDIT REPORTS

BEALS BUILDING
TILLAMOOK, OREGON

March 25, 1938

Mr. Franklin
% State Highway
Salem, Oregon

Dear Sir:

Mr. William Van Cleave called at this office regarding several accounts here for collection arising out of a suit filed against him.

We wish to close this matter for Mr. Van Cleave but in order to do so it will be necessary to have a list of all lienable claims incurred on The Dalles contract that are still unpaid.

Kindly forward this information to this office at your earliest convenience.

Yours very truly,

Adjustment Department
Credit Bureaus

C. Schneider

Manager

cs/gh

#2020

RECEIVED
APR 5 1938
FOR FILING
36-e

April 4, 1938

Honorable Earl Snell
Secretary of State
OFFICE

Dear Sir:

This acknowledges receipt of your letter of March 29 with attached copies of notice of claim which has been filed by the City of The Dalles against the bond taken from Van Cleave & Van Cleave in connection with State Highway Commission Contract No. 2020 for The Dalles Roadside Improvement Project, in Wasco County.

In accordance with our usual practice we are today sending copies of this notice to the contractor and the surety.

Very truly yours,

HBG:AM

Secretary

April 4, 1938

Aetna Casualty & Surety Co.
Bates, Lively & Pearson, Agents
Yeon Building
Portland, Oregon

Gentlemen:

The State Highway Commission has received notices of claim filed with the Secretary of State by the City of The Dalles against the bond taken from Van Cleave & Van Cleave in connection with State Highway Commission Contract No. 2020 awarded to Van Cleave and Van Cleave for The Dalles Roadside Improvement Project, in Wasco County.

This information is given you inasmuch as you appear as surety on the bond involved. A copy of the claim is inclosed.

Very truly yours,

Secretary

HBG:AM

cc - Van Cleave & Van Cleave
Hoevet, Oregon

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

[illegible] 1938
[illegible] COMMISSION

March 29, 1938

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B.Glaisyer, Secretary

There are enclosed for your information and files three copies of a notice of claim by City of The Dalles for $10.00 against the bond taken from Van Cleave & Van Cleave, principal, and Aetna Casualty & Surety Company, for work on The Dalles Roadside Improvement project, which was received and filed in this office today.

2020

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell
Secretary of State

S:FM
enc. 3

COPY

City of The Dalles, Oregon,
The Street Department,
March 28, 1938

To: The Oregon State Hw Dept.,
Salem, Oregon.

Notice is hereby given that the undersigned City of The Dalles has a claim for equipment rental

Five hours use of Power grader and operator @ $2.00 on December 23, 1937

in the sum of ten dollars against the bond taken from Van Cleave and Van Cleave by the Aetna Casualty and Surety Company for The Dalles Roadside Improvement Project, Wasco County, Oregon.

City of The Dalles, Ore

By A. F. COOK
A F.Cook, Clerk

Endorsed: File No. 2782
Filed March 29, 1938
EARL SNELL
Secretary of State

#2020

RECEIVED
APR 5 1938
FOR FILING

36-e

April 4, 1938

Aetna Casualty & Surety Co.
Bates, Lively & Pearson, Agents
Yeon Building
Portland, Oregon

Gentlemen:

The State Highway Commission has today received a notice from the Secretary of State with copies of a claim attached that has been filed by Oscar Butler & Son against the bond taken from Van Cleave and Van Cleave in connection with their contract with the State Highway Commission, No. 2020, for The Dalles Roadside Improvement Project, in Wasco County.

A copy of this claim is inclosed for your information inasmuch as you appear surety on the bond involved.

Very truly yours,

Secretary

HBG:AM

cc - Van Cleave & Van Cleave
Mouvet, Oregon

April 4, 1938

Honorable Earl Snell
Secretary of State
BUILDING

Dear Sir:

This acknowledges receipt of your letter of March 30, 1938, with attached copies of notice of claim which has been filed by Oscar Butler & Son against the bond taken from Van Cleave & Van Cleave in connection with their contract No. 2020 with the State Highway Commission for The Dalles Roadside Improvement Project in Wasco County.

In accordance with our usual practice we are today sending copies of this notice to the contractor and the surety.

Very truly yours,

HBG:AM

Secretary

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
1938

March 30, 1938

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files three copies of a notice of claim by Oscar Butler & Son for $299.00 against the bond taken from Van Cleve & Van Cleve, principal, and Aetna Casualty & Surety Company, surety, for work on the Dalles Rodside Improvement Project, contract #2020, which was received and filed in this office today.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell
Secretary of State

S:FM
encs. 3

COPY

OSCAR BUTLER & SON
Excavating Contractors
Builder's Exchange - 200 Couch Building
ATwater 6444

Portland, Oregon March 29th, 1938.

Mr Earl Snell
Secretary of State
Salem, Oregon.

Dear Sir:

As suggested by the Oregon State Highway Commission we are sending to you claim below made out in proper form:

To The Oregon State Highway Commission The Dalles Oregon.

Notice hereby is given that the undersigned Oscar Butler & Son 200 Couch Bldg., Portland Oregon has a claim for rental of power shovel and trucks Feb, 5, 7, 8, 10, 11 1938 in the sum of $299.00 against the bond of Van Cleve & Van Cleve written by the Aetna Casualty & Surety Co, Bates Lively & Pearson resident agents, Yeon Building, Portland, Oregon, for the work on The Dalles Roadside Improvement Project, Contract # 2020.

Signed

Oscar Butler & Son

By Oscar Butler

cc Aetna Casualty & Surety Co.

Endorsed: File No. 2785
Filed March 30, 1938
EARL SNELL
Secretary of State

Form S-4-1 2000 10-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACK[illegible]

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
APR 4 1938
FOR FILING

April 2, 1938

36-e

Mr. Carl V. Mautz, Attorney,
The Aetna Casualty and Surety Company,
Yeon Building,
Portland, Oregon.

Dear Sir:

There has just been handed to me your letter of April first written to Mr. Glaisyer with respect to the Van Cleave & Van Cleave contract No. 2020 and particularly the attachment which has been served on the State Highway Commission in an action pending against Van Cleave & Van Cleave. I share with you the view that state highway funds are trust funds for the payment of labor and material claims incurred in connection with the performance of a highway contract. In a recent case, however, in Portland Judge Lusk, when Circuit Judge, held otherwise and that matter is now before the Supreme Court.

It is also my opinion that debts unconnected with a highway job are not payable out of funds earned under a highway contract until the job is completed, and such debts, in my opinion, can share only in profits on the job. You will readily agree with me, however, that when an attachment is served on the Highway Commission the Highway Commission can not sit as a Court and say whether the debt is one unrelated to the job and therefore not entitled to share in highway funds, much as the Commission might want to do that, for we exercise every legitimate effort to protect funds and keep them available for the payment of legitimate labor and material claims.

Some time ago Mr. Davies, representing Van Cleave & Van Cleave, was in the office and I made possible the release of some funds then due and payable and I understood that the release of these funds would make possible the payment of urgent debts and at the same time steps would be taken by Van Cleave & Van Cleave to effect a lifting of the attachment. Whether that was to be done by payment of the debt or by a bond I do not now recall. I think that Van Cleave & Van Cleave should pursue a course which will bring about a lifting of the attachment so that funds earned under the contract can freely move for the real purpose for which the funds are dedicated, and I shall gladly cooperate with the surety company and Van Cleave & Van Cleave to that end.

Yours very truly,

J. M. DEVERS

cc H. B. Glaisyer
Mr. Davies

NOTED
H B GLAISYER

RECEIVED
APR 1938
FOR FILING
CITY RECORDER
THE DALLES
36-e

April 1, 1938

Mr. Sid Bloom
City Recorder
The Dalles, Oregon

Dear Sir:

I plan to visit The Dalles within the next two weeks with Major McKennett of the Army Engineers to inspect the proposed fill at Mill Creek. At that time I will contact you and discuss the matter of the sewer.

Very truly yours,

State Highway Engineer

RHB:HE

RECEIVED
1938
[illegible]

CITY RECORDER
THE DALLES, OREGON

March 23rd, 1938.

Mr. R. H. Baldock,
State Highway Engineers,
Salem, Oregon.

Dear Sir:

It has come to the attention of Dalles City that in the very near future you will complete the fill over Mill Creek covering the new tunnel or culvert installed by the U. S. Army Engineers.

Their plans call for an eight (8) inch sewer to be dead ended at the South Highway line on the East side of the bridge. It is our desire to continue this sewer line to the West side of the culvert and dead end it there for future use rather than have to dig everything up at a later date.

With that idea in view, we are asking your co-operation and permission to do this work when your fill is constructed, furnishing labor and material, or if you prefer to have it done under your contract we will pay for labor and material.

If this idea is not satisfactory, you no doubt can suggest a plan that can be agreed upon.

Yours truly,

DALLES CITY.
Sid Bloom
By SID BLOOM.

#2020

36-e

March 30, 1938

The Aetna Casualty & Surety Co.
Mr. Carl E. Mautz, Attorney
313 Yeon Building
Portland, Oregon

Gentlemen:

Further reference is made to the assignment given by Van Cleave and Van Cleave to the Aetna Casualty & Surety Company, being an assignment of all funds due the company in connection with its contract with the State Highway Commission for the construction of The Dalles Roadside Improvement Project, State Highway Contract No. 2020.

I wrote you yesterday acknowledging receipt of the assignments and also told you that we would be pleased to honor the same and forward payments to you in accordance therewith. I am now advised that funds due Van Cleave and Van Cleave in connection with this project have been attached, in fact the papers were served on us before we received the assignment, in view of which the attachment will have to stand ahead of the assignment. I thought you should have this information in your dealings with Van Cleave and Van Cleave.

Very truly yours,

HBG:AM

Secretary

cc - Mr. Carl Smith

#2020

FOR FILING

36-e

March 29, 1938

The Aetna Casualty & Surety Co.
Mr. Carl V. Mentz, Attorney
313 Yeon Building
Portland, Oregon

Gentlemen:

This acknowledges your letter of March 24 inclosing three copies of an assignment by Van Cleave and Van Cleave of all moneys due or to become due them from the State Highway Commission in connection with their contract No. 2020 for the construction of The Dalles Landscaping Project.

We shall be pleased to honor this assignment and will forward all payments hereafter due on this contract to your office in accordance with the provisions thereof.

Very truly yours,

Secretary

HBG:AM

cc - Mr. Carl Smith

#2020

THE ÆTNA CASUALTY AND SURETY COMPANY
HARTFORD, CONNECTICUT
AFFILIATE OF
ÆTNA LIFE INSURANCE COMPANY
THE AUTOMOBILE INSURANCE COMPANY
THE STANDARD FIRE INSURANCE COMPANY

CLAIM DEPARTMENT
GEORGE A. MERCER, ADJUSTER
313 YEON BUILDING

PORTLAND, ORE.

w

March 24, 1938

H.B.Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Re: Contract No. 2020
Van Cleave & Van Cleave

Dear Sir:

This acknowledges your letter of March 19th, 1938 and assignment.

We have had the assignment executed and are returning three copies to your office as per your request.

Please forward all payments due on the contract to this office.

Yours very truly,

Carl V. Mautz
Attorney

CVM V

NOTED MAR 25 '38
CARL F. SMITH
AUDITOR

[illegible]
H. B. GLAISYER

#2020

RECEIVED
FOR FILING
36-C

March 29, 1938

The Pacific Power & Light Co.
The Dalles, Oregon

7.94
8.00
15.94

Gentlemen:

Your invoices in the amount of $7.94 and $8.00 for electric service and merchandise furnished Van Cleave & Van Cleave in connection with their contract for The Dalles Roadside Improvement Project on the Columbia River Highway, in Wasco County, has been forwarded to this office.

You are advised that the contractors were required to furnish a bond for the protection of all labor and materials claims against the job. The bond furnished in this instance was written by the Aetna Casualty & Surety Company for whom Bates, Lively and Pearson, who have offices in the Yeon Building, Portland, are resident agents.

If you have difficulty in collecting your claim, it is suggested that you take the matter up with the surety and also file your claim with the Secretary of State in accordance with the provisions of Chapter 280, Laws of Oregon for 1931, a mimeographed copy of which is inclosed.

Very truly yours,

HBG:AM

Secretary

March 29, 1938

Aetna Casualty & Surety Co.
Bates, Lively & Pearson, Agents
Yeon Building
Portland, Oregon

Gentlemen:

The State Highway Commission has received a notice of claims of The Pacific Power & Light Company, The Dalles, for electric service and merchandise furnished Van Cleave & Van Cleave in connection with their contract for The Dalles Roadside Improvement Project on the Columbia River Highway in Wasco County, Contract No. 2020.

Copies of the claims are inclosed for your information inasmuch as you appear surety on the bond furnished by Van Cleave & Van Cleave in connection with this contract.

Very truly yours,

HBG:AM

Secretary

cc - Van Cleave & Van Cleave
Box 314
Hoevet, Oregon

Bal + rock

March 28th, 1938

NOTE

State Highway Engineer

T ANALYSIS

y, The Dalles Section
t, Contract 2020, Prefix 33-1107
eave, Contractors
Landscape Engineer

Quantity	Unit Cost	Unit Bid	Gross Revenue
			$500.00
,526.9 cu. yd.	1.51	0.975	5,388.73
			22.72
			$5,911.45

$8,453.05
5,911.45
$2,541.60

of the Gross Revenue

FORM 961

WHEN BILL IS TO BE PAID AT OFFICE, PLEASE BRING THIS BILL AND STUB

TO **PACIFIC POWER & LIGHT COMPANY** DR.
FOR ELECTRIC SERVICE FURNISHED

CHARGES FOR SERVICE SHOWN ON THIS BILL HAVE BEEN CALCULATED UNDER THE RATE SCHEDULES DESIGNATED BELOW. COPIES OF THESE RATE SCHEDULES MAY BE OBTAINED BY APPLYING AT THE OFFICE OF THE COMPANY.

3-8 TO 3-19-38
PAST DUE AFTER

FINAL BILL

SCHEDULE NUMBER	METER READINGS PRESENT	METER READINGS PREVIOUS	K. W. H. USED	AMOUNT OF BILL GROSS		NET
23	3139	3139	0	.40		.40

WM. VAN CLEVE
c/o MR. ERICKSON
STATE HIGHWAY DEPT.
THE DALLES, ORE.

5-9-23

PREVIOUS BALANCE 7.54
TOTAL 7.94

COLUMBIA RIVER HIGHWAY

N REMITTING BY CHECK PLEASE DETACH STUB AND MAIL IT WITH YOUR REMITTANCE. CANCELLED CHECK WILL SERVE AS A RECEIPT.

CASHIER'S STUB

ELECTRIC SERVICE

PACIFIC POWER & LIGHT COMPANY

D.F.

FINAL BILL

AMOUNT RECEIVED $

TOTAL AM'T OF BILL $

WM. VAN CLEVE
c/o MR. ERICKSON
STATE HIGHWAY DEPT.
THE DALLES, ORE.

5-9-23

PLEASE SEND THIS STUB WHEN REMITTING BY MAIL.

March 28th, 1938

NOTED
State Highway Engineer

T ANALYSIS

y, The Dalles Section
t, Contract 2020, Prefix 33-1107
eave, Contractors
Landscape Engineer

Quantity	Unit Cost	Unit Bid	Gross Revenue
			$500.00
,526.9 cu. yd.	1.51	0.975	5,388.73
			22.72
			$5,911.45

$8,453.05
5,911.45
$2,541.60

of the Gross Revenue

FORM 526 WHEN BILL IS TO BE PAID AT OFFICE, PLEASE BRING THIS BILL AND STUB

TO Pacific Power & Light Company DR.

DATE OF BILL 3/1/38

FOR MERCHANDISE

REFERENCE	DESCRIPTION		AMOUNT
4185	1-Flood lite, 2-300 W. lamps, clear	6.00	
4185	Labor-setting meter assembly on pole	2.00	
		8.00	

VanCleve & VanCleve
c/o Mr. Erickson
State Hi-way Dept.
The Dalles, Oregon

5-31-V
ACCOUNT NUMBER

PREVIOUS BALANCE
TOTAL 8.00

EN REMITTING BY CHECK PLEASE DETACH STUB AND MAIL IT WITH YOUR REMITTANCE. CANCELLED CHECK WILL SERVE AS A RECEIPT.

CASHIER'S STUB
PACIFIC POWER & LIGHT COMPANY

MERCHANDISE

3/1/38

AMOUNT RECEIVED $

TOTAL AMT. OF BILL $

VanCleve & VanCleve
c/o Mr. Erickson
State Hi-way Dept.
The Dalles, Oregon

5-31-V
ACCOUNT NUMBER

PLEASE SEND THIS STUB WHEN REMITTING BY MAIL

Baldock

APR 12 1938
FOR FILING

36-E

March 28th, 1938

NOTED
State Highway Engineer

FINAL COST ANALYSIS

Columbia River Highway, The Dalles Section
Roadside Improvement Project, Contract 2020, Prefix 33-1107
VanCleave & VanCleave, Contractors
George H. Otten, Landscape Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Cleaning Up	$90.00				$500.00
Excavation, Single Classification	$340.33 ~~[illegible]~~	5,526.9 cu. yd.	1.51	0.975	5,388.73
PA #1 Truck Haul	22.72				22.72
	$8,453.05				$5,911.45

Total Cost	$8,453.05
Gross Revenue	5,911.45
Net Loss	$2,541.60

Net Loss Equals 43% of the Gross Revenue

Detail of Cost

Labor:

Supervision (VanCleave 1020 hrs. at $1.00)	$1,020.00	
Labor	1,781.03	
State Industrial Accident Insurance	89.05	
Social Security & Unemployment Insurance	62.62	
		$2,952.70

Equipment Rental, Supplies & Miscellaneous:

Equipment Rented	$2,350.88	
Shovel & Truck Rental	349.00	
Gas, Oil & Grease	841.09	
Small Tools & Supplies	233.99	
Repairs	302.45	
Drill Bits	234.28	
Sharpen Drill Bits	328.78	
Powder	757.13	
Misc. Overhead Expense	43.86	
Bond	58.89	
		$5,500.35
Total Cost		$8,453.05

The Dalles Roadside Improvement

REMARKS:

This contract consisted of the excavation of 5,000 cu. yds. of material, which was composed of nearly 100% solid classification, and making the necessary fills in order to create a level area of 1 1/8 acres more or less. The contract was bid October 22nd, 1936, was started November 5th, 1937 and completed March 12th, 1938.

As the cuts were somewhat shallow, close spacing of drill holes was required in order to insure proper fragmentation. The cost to drill and shoot the solid material amounted to about $0.67 per cubic yard. A dozer mounted on a 40 h.p. International tractor was used to move the material, except that about 500 cubic yards was excavated by rented shovel and trucks. To finish and level the area a great deal of hand labor was needed as there was not enough fine material for the dozer to do a good job.

This project was bid too low to assure the contractor a profit. It is doubtful if a profit could have been made under the most efficient management at the contractors' bid prices.

E. H. Clymer
Cost Analyst

By . . Henry Jullum

#2020

FOR FILING

36-e

March 28, 1938

Pacific Machinery & Tool Steel Co.
630 S. E. Belmont Street
Portland, Oregon

Attention: O. J. Ulrich

Gentlemen:

Reference is made to your letter of March 25, 1938, concerning the contract of Van Cleave and Van Cleave, Box 314, Hoevet, Oregon, for The Dalles Roadside Improvement project on the Columbia River Highway, in Wasco County, State Highway Contract No. 2020.

You are advised that the bond furnished by the contractor was written by the Aetna Casualty & Surety Company for whom Bates, Lively & Pearson are agents, with offices in the Yeon Building, Portland. This contract was completed March 14 but has not yet been accepted by the Highway Commission.

We note that you have a claim in the amount of $200.28 against this firm. It is suggested that you file your claim through the Secretary of State in accordance with Chapter 280, Laws of Oregon for 1931, a mimeographed copy of which is attached hereto.

Very truly yours,

HBG:AM

Secretary

March 28, 1938

Aetna Casualty & Surety Co.
Bates, Lively & Pearson, Agents
Yeon Building
Portland, Oregon

Gentlemen:

The State Highway Commission has today received a notice of claim of the Pacific Machinery & Tool Steel Co., Portland, against Van Cleave & Van Cleave in connection with their contract for The Dalles Roadside Improvement Project in Wasco County, Contract No. 2020.

A copy of the claim is being sent to you inasmuch as you appear surety on the bond furnished by Van Cleave and Van Cleave in connection with this job.

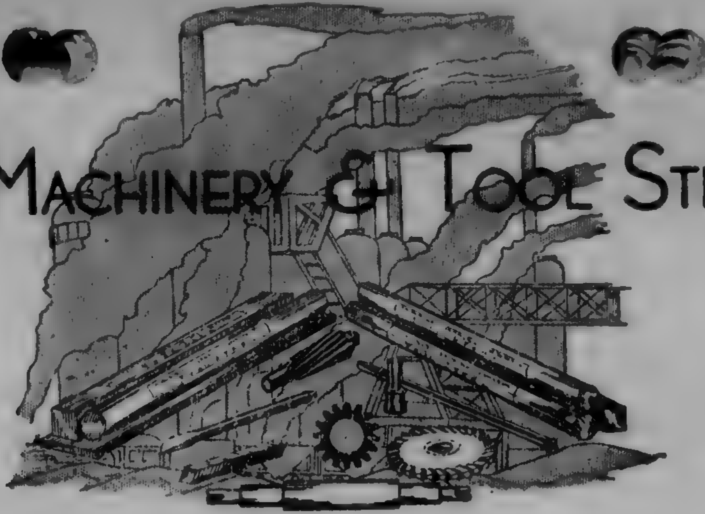
Very truly yours,

HBG:AM

Secretary

cc - Van Cleave & Van Cleave
Box 314
Hoevet, Oregon

PACIFIC MACHINERY & TOOL STEEL CO.



Office and Warehouse
630 S. E. Belmont St.
PORTLAND • OREGON

March 25, 1938

REFERRED TO
BY SECRETARY

prepare answer
also letter to surety re 200 claim
cc contractor

State of Oregon
Highway Department
Salem, Oregon

ATT: Highway Engineer

Gentlemen:

Will you please advise us regarding the Roadside Improvement Job near The Dalles, Oregon, contractor or sub-contractor - J. W. and Wm. VanCleve of Wheeler, Oregon?

It will be appreciated if you will give us the contract number, amount of the contract, bond, proper description of the job, name of the surety, date to be completed, and from what source the funds are to be paid.

An amount of $200.28 is owing us for material furnished on this job.

Very truly yours,

PACIFIC MACHINERY & TOOL STEEL CO.

By O. J. Ulrich
Sales Manager

OJU:EL

TOOL, ALLOY AND SPECIAL STEELS

#2020

RECEIVED
[illegible] 30 [illegible]
FOR FILING

36-e

March 28, 1938

Dawson Electric Works
911 Kelly Avenue
The Dalles, Oregon

Gentlemen:

Your invoice in the amount of $11.48 for materials furnished Van Cleave & Van Cleave in connection with their contract for The Dalles Roadside Improvement Project on the Columbia River Highway, in Wasco County, has been forwarded to this office.

You are advised that the contractors were required to furnish a bond for the protection of all labor and material claims against the job. The bond furnished in this instance was written by the Aetna Casualty & Surety Company for whom Bates, Lively and Pearson are agents with offices in the Yeon Building, Portland.

If you have difficulty in collecting your claim, it is suggested that you take the matter up with the surety and also file your claim with the Secretary of State in accordance with the provisions of Chapter 280, Laws of Oregon for 1931, a mimeographed copy of which is inclosed.

Very truly yours,

JMcF:AM

Secretary

March 28, 1938

Aetna Casualty & Surety Co.
Bates, Lively & Pearson, Agents
Yeon Building
Portland, Oregon

Gentlemen:

The State Highway Commission has received notice of a claim of Dawson Electric Works, The Dalles, against the bond taken from Van Cleave & Van Cleave, in connection with their contract for The Dalles Roadside Improvement. The claim is in the amount f $11.48, and is filed against contract No. 2020.

A copy of this claim is being sent to you inasmuch as you appear surety on the bond furnished by Van Cleave & Van Cleave in connection with this job.

Very truly yours,

Secretary

HBG:AM

cc - Van Cleave & Van Cleave
Box 314
Hoevet, Oregon

62

The Dalles, Oregon, Mar 1 1938

M Van Clieve & Van Clieve,

In Account With

DAWSON ELECTRIC WORKS

L. E. DAWSON, Prop.

EVERYTHING ELECTRICAL

TERMS CASH — 911 KELLY AVENUE — PHONE 408

Dec. 13	52-ft. No.8 R C Wire.	2.08
	20-ft. "14 " " "	.20
	15-ft. 1" Steel Tube.	2.25
	1- 1" Connector.	.25
	1- 1" Coupling.	.25
	1- 1" Split Adapter.	.15
	1- 1" Service Head.	.75
	1- ½by1" Reducer.	.20
	14 ½by3½ Nipple.	.20
	1- 30 Amp. Switch.	1.80
	2- Ground Clamps.	.70
	Locknuts & Bushings.	.10
	Straps.	.05
	Labor.	2.50
		11.48

[illegible] bond furnished in this instance was written by the Aetna Casualty & Surety Company, for whom Bates, Lively & Pearson are resident agents, with offices in the Yeon Building, Portland.

If you have difficulty in securing payment of your claim from the contractors, it is suggested that you take the matter up direct with the surety company and also file your claim with the Secretary of State in accordance with Chapter 280, Oregon Laws 1931, mimeographed copy of which is enclosed.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

cc - Van Cleave & Van Cleave
Aetna Casualty & Surety Company

F2

FOR FILING

36-C

March 24, 1938

WASCO COUNTY ROAD DEPARTMENT
The Dalles, Oregon

Gentlemen:

Your bill, in the amount of $74.25, for compressor rental by Van Cleave & Van Cleave, who recently completed the contract for The Dalles Roadside Improvement Project, has been referred to this office.

You are advised that the contractors were required to furnish a surety bond in connection with this contract, to protect all claims for labor and materials. The bond furnished in this instance was written by the Aetna Casualty & Surety Company, for whom Bates, Lively & Pearson are resident agents, with offices in the Yeon Building, Portland.

If you have difficulty in securing payment of your claim from the contractors, it is suggested that you take the matter up direct with the surety company and also file your claim with the Secretary of State in accordance with Chapter 280, Oregon Laws 1931, mimeographed copy of which is enclosed.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JH:MBL

cc - Van Cleave & Van Cleave
Aetna Casualty & Surety Company

WASCO COUNTY ROAD DEPARTMENT
THE DALLES, OREGON

__________FILE

SUBJECT__________

COPY

January 8, 1938

Van Cleeve and Van Cleave,
General Contractors,
The Dalles, Oregon

In Accounty with

Wasco County, Oregon

Use of Wasco County Compressor.

1937			
December 23	12 hours		
December 24	20 hours		
December 25	21 hours		
December 26	18 hours		
December 27	22 hours		
December 28	6 hours		
	99 hours	0.75	$74.25

Total $74.25

Plese make remittance payable to Wasco County Treasurer.

******

36-e

March 24, 1938

OSCAR BUTLER & SON
6444 Builder's Exchange
Portland, Oregon

Gentlemen:

Your bill, in the sum of $299.00, for rental on shovel and truck to Van Cleave & Van Cleave, who recently completed the contract for The Dalles Roadside Improvement Project, has been referred to this office.

You are advised that the contractors were required to furnish a surety bond in connection with this contract, to protect all claims for labor or materials. The bond furnished in this instance was written by the Aetna Casualty & Surety Company, for whom Bates, Lively & Pearson are resident agents, with offices in the Yeon Building, Portland.

If you have difficulty in securing payment of your claim from the contractors, it is suggested that you take the matter up direct with the surety company and also file your claim with the Secretary of State in accordance with Chapter 280, Oregon Laws 1931, mimeographed copy of which is enclosed.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JH:MBL

cc - Van Cleave & Van Cleave
Aetna Casualty & Surety Co.

STATEMENT

Portland, Oregon, Mar 11 1938

Van Cleve + Van Cleve
The Dalles Road Side Improvement #2020

IN ACCOUNT WITH

OSCAR BUTLER BERT BUTLER
OSCAR BUTLER & SON
EXCAVATING CONTRACTORS
EQUIPMENT RENTAL

OFFICE
BUILDER'S EXCHANGE
AT 6444

RESIDENCE
4341 N. E. BEECH STREET
PORTLAND, OREGON

L1007.

Excavating
shovel Feb 5 - 5 hrs
" " 7 - 7 "
" " 8 - 7 "
" " 9 - 8½ "
" " 10 - 4½ "
" " 11 - 7½
39½ @ 6.00 237.00

1 truck Feb 5 - 5 hrs
1 " " 7 - 7 "
1 " " 8 - 10½ "
2 " " 9 - 14½ "
2 " " 10 - 4½ "
1 " " 11 - 7½ "
49 @ 2.00 98.00
move 14.00
349.00
Cr 50.00
299.00

---

damage done to
he recently com-
mprovement Proj-

were required to
contract, to protect
furnished in this
Surety Company, for
nts, with offices

payment of your
hat you take the
also file your claim
Chapter 280, Ore-
enclosed.

COMMISSION

Secretary

cc - Van Cleeve & Van Cleeve
Aetna Casualty & Surety Company

36-e

March 24, 1938

E. A. PORTER GARAGE
[illegible] East Third Street
The Dalles, Oregon

Gentlemen:

Your bill, in the sum of $4.50, for damage done to car by blasting by Van Cleave & Van Cleave, who recently completed the contract for The Dalles Roadside Improvement Project, has been referred to this office.

You are advised that the contractors were required to furnish a surety bond in connection with this contract, to protect all claims for labor and materials. The bond furnished in this instance was written by the Aetna Casualty & Surety Company, for whom Bates, Lively & Pearson are resident agents, with offices in the Yeon Building, Portland.

If you have difficulty in securing payment of your claim from the contractors, it is suggested that you take the matter up direct with the surety company and also file your claim with the Secretary of State in accordance with Chapter 280, Oregon Laws 1931, mimeographed copy of which is enclosed.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
BY

Secretary

JMcM:BL

cc - Van Cleave & Van Cleave
Aetna Casualty & Surety Company

THE DALLES, OREGON

OREGON STATE MOTOR ASSOCIATION AAA

TOWING
Phone 27

MOTOR ASSOCIATION

TOWING
Phone 27

E. A. PORTER'S
AUTOMOTIVE SERVICE

Authorized Duco Paint Shop
Bodies Rebuilt and Repaired, Glass Installed, Motors Rebored
Towing Service
Complete Service for All Makes of Cars

March 18, 1938.

Mr. William Van Cleve,
C/o Van Cleve Construction Co.,
The Dalles, Oregon.

Interest Charged After 30 Days

PHONE 27

Dec. 2-	1936 PLYMOUTH COUPE- Repair and refinish hood	4 50

Damage done to car by blasting

[illegible] with the Surety Company and also file your claim with the Secretary of State in accordance with Chapter 280, Oregon Laws 1931, mimeographed copy of which is enclosed.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

cc - Van Cleave & Van Cleave
Aetna Casualty & Surety Company

FOR FILING

36-e

March 24, 1938

UNION OIL COMPANY OF CALIFORNIA
The Dalles, Oregon

Gentlemen:

Your bill, in the sum of $129.25, for gas, oil, and grease furnished to Van Cleave & Van Cleave, who recently completed the contract for The Dalles Roadside Improvement Project, has been referred to this office.

You are advised that the contractors were required to furnish a surety bond in connection with this contract, to protect all claims for labor and materials. The bond furnished in this instance was written by the Aetna Casualty & Surety Company, for whom Bates, Lively & Pearson are resident agents, with offices in the Yeon Building, Portland.

If you have difficulty in securing payment of your claim from the contractors, it is suggested that you take the matter up direct with the surety company and also file your claim with the Secretary of State in accordance with Chapter 280, Oregon Laws 1931, mimeographed copy of which is enclosed.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

cc - Van Cleave & Van Cleave
Aetna Casualty & Surety Company

VAN CLEAVE AND VAN CLEAVE   OREGON STATE HIWAY
CONT 2020

BOX 314 HOEVET ORE 166

FEB 1938				
2	170	"76"	1711	
	10	Kemo	14½	3054
5	125	"76"	1711	
	15	Uno Penn 30	56	2979
10	170	"76"	1711	2909
12	5	Uno Penn 20	56	
	5	Uno Penn 40	56	560
17	50	"76"	1711	856
18	150	"76"	1711	2567
		Total		$129.25

STATEMENT FROM UNION OIL CO. OF CAL
THE DALLES, OREGON.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JH:MEL

cc - Van Cleave & Van Cleave
Aetna Casualty & Surety Company

36-e

March 24, 1938

MODEL LAUNDRY
The Dalles
Oregon

Gentlemen:

Your bill, in the sum of $73.65, for Diesel Oil furnished to Van Cleave and Van Cleave, who recently completed the contract for The Dalles Roadside Improvement Project, has been referred to this office.

You are advised that the contractors were required to furnish a surety bond in connection with this contract to protect all claims for labor or materials. The bond furnished in this instance was written by the Aetna Casualty & Surety Company, for whom Bates, Lively & Pearson are resident agents, with offices in the Yeon Building, Portland.

If you have difficulty in securing payment of your claim from the contractors, it is suggested that you take the matter up direct with the surety company and also file your claim with the Secretary of State in accordance with Chapter 280, Oregon Laws 1931, mimeographed copy of which is enclosed.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

cc - Van Cleave & Van Cleave
Aetna Casualty & Surety Company

EL LAUN

THE DALLES, OREGON

Van Cleve & Van Cleve

The Dalles, Oregon

205 WASHINGTON STREET PHONE 4

DATE		NO. MARK		
		TO BALANCE Diesel Oil	$73.	65
Dec.	6	TO LAUNDRY 108 gal.		
"	12	200 "		
Jan.	5	200 "		
"	17	200 "		
Feb.	8	54 "		
"	12	25 "		
"	17	110 "		
Mar.	4	55 "		
"	7	55 "		
		1007 "		
Credit		25 "		
		982 "@ .07½	per	gal.

All monthly accounts must be paid by the 10th

, 1938

m of $10.00, for rental on Power
ave, who recently completed the
de Improvement Project, has been

the contractors were required to furnish a surety bond in connection with this contract, to protect all claims for labor and materials. The bond furnished in this instance was written by the Aetna Casualty & Surety Company, for whom Bates, Lively & Pearson are resident agents, with offices in the Yeon Building, Portland.

If you have difficulty in securing payment of your claim from the contractors, it is suggested that you take the matter up direct with the surety company and also file your claim with the Secretary of State in accordance with Chapter 260, Oregon Laws 1931, mimeographed copy of which is enclosed.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

cc - Van Cleave & Van Cleave
Aetna Casualty & Surety Co.

36-e

March 24, 1938

CITY OF THE DALLES
J. H. Steers, Recorder
The Dalles, Oregon

Gentlemen:

Your bill, in the sum of $10.00, for rental on Power Grader to Van Cleave & Van Cleave, who recently completed the contract for The Dalles Roadside Improvement Project, has been referred to this office.

You are advised that the contractors were required to furnish a surety bond in connection with this contract, to protect all claims for labor and materials. The bond furnished in this instance was written by the Aetna Casualty & Surety Company, for whom Bates, Lively & Pearson are resident agents, with offices in the Yeon Building, Portland.

If you have difficulty in securing payment of your claim from the contractors, it is suggested that you take the matter up direct with the surety company and also file your claim with the Secretary of State in accordance with Chapter 280, Oregon Laws 1931, mimeographed copy of which is enclosed.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

cc - Van Cleave & Van Cleave
Aetna Casualty & Surety Co.

STATE

THE DALLES, OREGON, March 16 1938

M VanCleve & VanCleve

The Dalles, Oregon.

DEBTOR TO

DALLES CITY

J.H.Steers
RECORDER

5 Hours Use of Grader Clearing		
Highway of Rocks	$2.00	$ 10.00

12-27-37

#2020

EPORT

LY

March 19, 1938

side Improvement (Grading)

33 - 11o7

2020

Jan. 31, 1938

pletion March 14, 1938

sed 42 days over Cont. time

. . . . . . $ 5,912.00

. . . . . . %

pleted March 14, 1938

unt development, instructions to contractors.

ay. (3/14/38)

his Certified

k ending

This week I have been working on project finals, and am mailing them under seperate cover.

NOTED
GEO. H. OTTEN

Signed E.W.Ericksen

Address The Dalles, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

#2020

Form [illegible]

36-C

EGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending March 19, 1938

Section The Dalles

Kind of work Roadside Improvement (Grading)

Highway Columbia River

Section prefix 33 - 1107

Contractor Van Cleave & Van Cleave

Contract number 2020

Date of contract Oct. 22, 1937

Date of completion Jan. 31, 1938

Date work started Nov. 5, 1937

Estimated date of completion March 14, 1938

Amount of contract $5,375.00

Per cent of time elapsed 42 days over Cont. time %

Estimated cost of completed project, exclusive of engineering . . . . $ 5,912.00

Per cent of contract completed, based on total contract price . . . . %

Engineering cost to date, $ 1,000.00, 310 %

Date project was completed March 14, 1938

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed project Monday, (3/14/38) and has moved all his equipment out.

Contractor has failed to turn in his Certified Transcript of Labor Pay Roll, for the week ending March 12, 1938.

This week I have been working on project finals, and am mailing them under seperate cover.

NOTED
GEO. H. OTTEN

Signed E.W.Ericksen

Address The Dalles, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

#2020

FORM 2-A-1 1M 5-37

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.09				
Miles partially completed					
Miles completed	all				
Total estimated quantities	5527				
Estimated quantities moved or placed to date	all				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	1				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men						1	1
Men and teams							
Men and trucks under 3 tons	1						
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Rain		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

#2020

FORM 2-A-1 1M 8-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

~~SALEM~~
The Dalles
March 19, 1938

IN REPLY PLEASE
REFER TO FILE NO.

36-e

Mr. L.W.Franklin - Res.Engr.
Oregon State Highway Dept.
Salem, Oregon.

Dear Sir :-

Enclosed are a few unpaid bills, left at The Dalles by Van Cleave & Van Cleave Contractors , accumulated on their State Contract No. 2020.

These bills have not been solicited, they were brought to me by the creditors.

The bills are as follows :-

Model Laundry	(Diesel Oil) - - - - - - -	$ 73.65
Oscar Butler & Son	(Rental on Shovel & Truck) -	299.00
City of The Dalles	(" on Power Grader) -	10.00
E.A.Porter-Garage	(Damage done to car by blasting)	4.50
Union Oil Co.	(Gas,Oil & Grease)	129.25
Wasco County	(Compressor Rental)	74.25
	Total	$590.65

It seams that no attempt was made by the contractor to pay any part of the above bills prior to the time of completion of his job. And now the creditors are unable to locate him.

I understand there are still more bills on materials and supplies, that have not been paid.

Also wages to three employees, amounting to $150.00, and dating back to December 1937, have not been paid them.

Yours very truly
E.W. Ericksen
E.W.Ericksen
Inspector

cc
Geo. H. Otten

36-C

March 19, 1938

Mr. Carl V. Mauts, Adjuster
AETNA CASUALTY & SURETY COMPANY
313 Yeon Building
Portland, Oregon

Dear Sir:

Reference is made to your letter of March 18, concerning the Van Cleave & Van Cleave contract, No. 2020, The Dalles Roadside Improvement Project, in Wasco County.

You are advised that this contract was completed on March 14 but has not yet been accepted by the Highway Commission. The total amount retained on the contract at the present time is $783.75, and the contractors have approximately $1,200 due, including the retained percentage.

To date there has been one claim filed against the above, being that of the Union Oil Company for supplies furnished. The amount of the claim was not stated.

In accordance with your request, we have prepared six of our standard forms of assignment and are enclosing them herewith. When the assignment has been executed by Van Cleave & Van Cleave, please return at least three copies to this office.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

THE ÆTNA CASUALTY AND SURETY COMPANY
HARTFORD, CONNECTICUT
AFFILIATE OF
ÆTNA LIFE INSURANCE COMPANY
THE AUTOMOBILE INSURANCE COMPANY
THE STANDARD FIRE INSURANCE COMPANY

CLAIM DEPARTMENT
GEORGE A. MERCER, ADJUSTER
313 YEON BUILDING

PORTLAND, ORE.

RECEIVED
1938
STATE HIGHWAY COMMISSION

March 18, 1938

H. B. Glaisyer, Secretary
State Highway Commission
Salem, Oregon

Re: Contract No. 202
Van Cleave & Van Cleave

Dear Sir:

Will you please advise when the above contract was completed, and accepted.

Please advise us the amount still due the contractor and whether any claims have been filed against the contract.

As surety, we may want to secure an assignment of the funds that will be due the contractor due to outstanding material obligations against the contract, and we will thank you to forward one of your forms of assignment that we can have completed by Van Cleave & Van Cleave, if it is decided that we should take an assignment.

We will appreciate an early reply.

Yours very truly,

Carl V. Mautz
Adjuster.

CVM:M

REFERRED TO
BY SECRETARY

prepare answer and include 6 assignment forms for all funds due or to become due
HBG

RECEIVED
FEB 26 1938
FOR FILING

36-C

February 24, 1938

Union Oil Company of California
6th Floor Yeon Building
Portland, Oregon

Attention: D. E. Nichols, District Credit Supervisor

Gentlemen:

Reply is made to your letter of the 21st instant in regard to the Van Cleave and Van Cleave contract with the State Highway Commission.

The contract to which you refer is State Highway Commission Contract No. 2020 for the construction of The Dalles Roadside Improvement Project. Our records show that the job was approximately 90 per cent complete on February 10, 1938. The warrant for Estimate No. 1, in the amount of $1,955, was mailed to the contractor yesterday, February 23. The warrant in payment of Estimate No. 2, amounting to $2,486.25, has not yet been released. The total amount earned by the contractor up to February 10 was $4,441.25, of which amount $783.75 represents the percentage retained by the State Highway Commission until the job is fully completed and accepted by the State Highway Commission.

Very truly yours,

[illegible]

Secretary

REFERRED TO McFarland
BY SECRETARY

Feb, 24, 1

H. B. G.

Re Van Cleave & Van Cleave, Cont. #2020 - The Dalles Roadside Improvement Project.

This contract was approximately 97% complete on Feb, 10th -

Est. #1, in amount $1,955.00, was attached, and was just released on Feb, 23rd.

Est. #2, amount $2,486.25, is attached and is being held by the auditor.

The total amount earned to date is $4,441.25. The retained percentage is $783.75.

J. McFarland.

These people are owing us for supplies furnished on this contract since November, 1937.

We are interested in whether they have been paid anything on the contract price as yet, and will appreciate an outline of the facts. A business reply envelope is enclosed for your convenience.

Thank you.

Yours very truly,

UNION OIL COMPANY OF CALIFORNIA

DE Nichols

District Credit Supervisor

DEN:J

REFERRED TO JDM
SECRETARY

what are the facts?
HBG

ANSWERED
H. B. G.

~~#2020~~
[illegible]

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

ATWATER 9521

6TH FLOOR YEON BUILDING
Portland, Oregon

RECEIVED
[illegible] 1938
OREGON
STATE HIGHWAY COMMISSION

February 21, 1938

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Van Cleave & Van Cleave
Box 314, Hoevet, Oregon
Contract #2020

These people are owing us for supplies furnished on this contract since November, 1937.

We are interested in whether they have been paid anything on the contract price as yet, and will appreciate an outline of the facts. A business reply envelope is enclosed for your convenience.

Thank you.

Yours very truly,

UNION OIL COMPANY OF CALIFORNIA

D E Nichols

District Credit Supervisor

DEN:J

REFERRED TO
JDM
SECRETARY

what are the facts?
ABS

ANSWERED
H. B. G.

#2020

RECEIVED
APR 27 1938

36-e

February 9, 1938

Mr. H. G. Smith,
Construction Engineer,
Office.

Attention: Geo. Otten.

Dear Sir:

We have received from the Aetna Casualty & Surety Company, their consent to an extension of time to February 20, 1938, on the Van Cleave & Van Cleave, contract No. 2020, The Dalles Roadside Improvement Project.

If you have their formal application for the extension of time, please forward it to this office with your recommendations.

Very truly yours,

Secretary.

Dict. by J. McFarland.

File - Has been superseded - 4-27-38

ACCIDENT AND LIABILITY DEPARTMENT
ÆTNA LIFE INSURANCE COMPANY
THE
ÆTNA CASUALTY AND SURETY COMPANY
AUTOMOBILE INSURANCE COMPANY
OF HARTFORD, CONNECTICUT.
MORGAN B. BRAINARD, PRESIDENT.

BATES, LIVELY & PEARSON
GENERAL AGENTS
301 YEON BUILDING
BEACON 7361

PORTLAND, ORE.,

RECEIVED
FEB 9 - 1938
OREGON
STATE HIGHWAY COMMISSION

February 8th, 1938.

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

RE: Contract No. 2020 -- The Dalles Section on the Columbia River Highway in Wasco County, Oregon.

We hereby consent to an extension of time for the completion of the above contract of VanCleave and VanCleave to February 20th, 1938.

This in no manner waives or alters the terms and conditions of our bond thereon.

Very truly yours,

THE AETNA CASUALTY AND SURETY COMPANY

BY Fred C Reed
Resident Assistant Secretary.

FCR:MG

#2020

The Dalles Oregon
Feb 18, 1938

Mr. Geo. H. Otten.
Salem Or.

Dear Mr. Otten:

I will have to ask you for an extension of time on My job (2020) here at The Dalles. I would like to have an extension untill at least the 1st. of March.

Reasons; The rock was extremely hard to drill, and after shooting it broke so coarse that it made it extremely hard to move.

After moving all the bulk material it has to be graded to a one tenth finish which is awful fine for such coarse material. I am on the fine grading which has to be all done by hand; thus slowing it up very much. I will endeavor to finish as soon as possible but it is all hand work left and is so slow that I will have to ask for this favor.

Sincerely Yours
Van Cleave & Van Cleave.
By Wm. Van Cleave

FORM 5-A-4 10M 8-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

February 3, 1938

IN REPLY PLEASE REFER TO FILE NO.

3b-E

Mr. E. W. Erickson,
Resident Engineer,
The Dalles, Ore.

Dear Sir:

It is required that the contractors Van Cleave and Van Cleave make application at once for an extention of time on their contract. The application should be for a time long enough to fully complete any and all necessary work.

It is important also that they have the assent of their surety accompany their application. Perhaps Mr. Peck can detail to you the exact departmental requirements.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

H. G. Smith,
Construction Engineer

By

George H. Otten,
Landscape Engineer.

GHO/E
CC to
R.H.Baldock
H. G. Smith

RECEIVED
DEC 6 - 1937
OREGON
STATE HIGHWAY COMMISSION

THE UNITED STATES NATIONAL BANK OF PORTLAND

THE DALLES BRANCH
THE DALLES, OREGON

36-c

December 4, 1937

State Highway Department
Salem, Oregon

Attention: Mr. H. B. Glaisyer, Secretary

Gentlemen:

We acknowledge receipt of your letter of the 3rd enclosing three copies of Assignment of Claim to be executed by Van Cleve & Van Cleve covering the amount of their contract. These claims will be completed within the next few days and forwarded to your office.

Your letter also contained the enclosed letter from your department to the Coast Fork Lumber Company, Incompany, which we are returning to you herewith.

Yours very truly,

L A Littleton
L. A. LITTLETON
Assistant Manager

LAL:s
Enclosure

NOTED

#2020

36-e

December 3, 1937

The United States National Bank of Portland
The Dalles Branch
The Dalles, Oregon

Attention: L. A. Kittleton, Assistant Manager

Gentlemen:

I have before me your letter of the 29th ultimo inquiring whether or not the State Highway Commission would honor an assignment given to you by VanCleave and VanCleave, contractors for the construction of The Dalles Roadside Improvement, of funds earned by them in connection with said job in order to protect an advance by you in the amount of approximately $500 as assistance in meeting pay rolls in that amount.

The State Highway Commission will honor an assignment if it is submitted in proper form and accompanied by written consent of the surety on the bond furnished by the contractor in connection with this job. The assignment must be for an exact amount of any particular earned estimate or for all funds due or to become due the contractor. We cannot split an individual monthly estimate.

I am inclosing several copies of our standard form of assignment. If VanCleave and VanCleave definitely decide to assign funds to you then the amount to be inserted in the assignment form must be the exact amount of the individual estimate that is being assigned or for all funds due or to become due in connection with this job as stated above.

Very truly yours,

Secretary

HBG:AM

P.S.
Since dictating the above I have received your letter of the 2nd instant inclosing form of assignment in duplicate. I am returning the same herewith because it does not meet with the Highway Commission's requirements as explained above.

H. B. G.

RECEIVED
EC 3 - 1937
OREGON
STATE HIGHWAY COMMISSION

THE UNITED STATES NATIONAL BANK OF PORTLAND

THE DALLES BRANCH
THE DALLES, OREGON

December 2, 1937

Oregon State Highway Department
Salem, Oregon

Gentlemen:

We enclose herewith an assignment in duplicate executed by William and J. B. Van Cleve under contract 2020 of the State Highway, and the assignors, authorizing payment of $500.00 of funds due under said contract to this bank.

If found in order, please accept the duplicate copy and return to us for our files, and when funds are available for payment against said contract, please remit the above amount directly to this bank.

Yours very truly,

L A Littleton

L. A. LITTLETON
Assistant Manager

LAL:s
Encls.

ANSWERED
H. B. G.

7-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

December 2nd, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Office

RE: Assignment to U. S. Nat'l Bank
by VanCleve & VanCleve

Attention: Mr. H. B. Glaisyer.

Dear Sir:

I am attaching hereto a letter from The Dalles Branch of the U. S. National Bank.

I recommend that this assignment be granted providing it is done satisfactorily to all the terms of their contract with the Highway Department.

If this application meets with your approval, will you kindly notify the proper parties.

Very truly yours,

George H Otten

George H. Otten
Landscape Engineer

GHO:AR

cc to: R. H. Baldock
H. G. Smith

NOTED
H. B. GLAISYER

THE UNITED STATES NATIONAL BANK OF PORTLAND

THE DALLES BRANCH
THE DALLES, OREGON

November 29, 1937

State Highway Department
Salem, Oregon

Attention: Mr. Dowd

Gentlemen:

VanCleve & VanCleve, who have contract No. 2020 for Dalles Road-Side Improvement, have applied to us for assistance towards meeting payment of wages for labor to the extent of $500.00.

We are desirous of accommodating these gentlemen and we would like to know if you will accept an assignment of funds due them under their contract, to this extent.

Please advise us immediately and we will prepare the assignment if agreeable.

Yours very truly,

L A Littleton
L. A. LITTLETON
Assistant Manager

LAL:s

ANSWERED
H. B. G.

RECEIVED
NOV 29 1937
FOR FILING

36-G

November 19, 1937

VAN CLEAVE & VAN CLEAVE
Hoevet
Oregon

Gentlemen:

We are forwarding to you today by express a fully executed copy of State Highway Commission Contract No. 2020, which was awarded you on October 22, 1937, for the construction of The Dalles Roadside Improvement Project on the Columbia River Highway, in Wasco County.

This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

P. S. It will be necessary for you to call for this parcel at Wheeler, as there is no express office in Hoevet.

H.B.G.

#2020

FORM 401 P. 4-36 10M

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

ATWATER 9521

6TH FLOOR YEON BUILDING
Portland, Oregon

RECEIVED
FOR FILING
36-C

RECEIVED
V 18 1937
OREGON
STATE HIGHWAY COMMISSION

November 17, 1937

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

RE: VAN CLEAVE & VAN CLEAVE
Seaside, Oregon, Box 715
Project on Columbia River Highway
FAP No. 38C, Wasco County, Oregon
State Highway Contract

We attach a copy of our contractor questionnaire with respect to the contract recently awarded Van Cleave & Van Cleave by the Oregon State Highway Commission. We will appreciate your supplying the desired information to the best of your ability from records available in your office.

A business reply envelope is enclosed for your convenience.

Yours very truly,

UNION OIL COMPANY OF CALIFORNIA

D.E. Nichols

District Credit Supervisor

DvH:B
Encls

RECEIVED
OCT 28 1937
FOR FILING

36-e

October 22, 1937

Van Cleave and Van Cleave

Hoevet, Oregon

Gentlemen:

The State Highway Commission on October 22, 1937, awarded you the contract for the The Dalles Roadside Improvement Project on the Columbia River Highway in Wasco County. This award was based on your bid of $5,375 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

AM

RECEIVED
1937
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO. 36-C

POST OFFICE BUILDING
PORTLAND, OREGON

October 22, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. 36-C, The Dalles roadside improvement project on the Columbia River Highway, to Van Cleave & Van Cleave, Holvet, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By

F. E. Andrews
Sr. Highway Engineer

Fon

36-C

October 6, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith five copies of special provision page number 1 for The Dalles Roadside Improvement Project No. F. A. ~~[illegible]~~ 36-C

These papers show revised dates for receiving bids and time of completion.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/GS

Encl.

Oregon State Highway Department	Federal Aid Project No. 36-C

THE DALLES ROADSIDE IMPROVEMENT PROJECT

ON THE COLUMBIA RIVER HIGHWAY IN WASCO COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, August 26, 1937

COMPLETED FEDERAL AID WORK

Total Cost, Roadwork..	$ 45,731.00
NRM (1935) Funds Paid, Roadwork..............................	$ 44,413.00
Length...	0.692 mile

NEW WORK

Roadside Improvement (Sta. 920+00 to Sta. 931+00)

All Required	Clearing and Cleaning-up		$ 100.00
5,000 cu. yds.	Excavation, Single Classif.	$ 1.00	5,000.00
	Subtotal		$ 5,100
	10% Engr. & Cont.		510
	Total		$ 5,610

Length	0.208 mile
Cost per mile	$ 26,971

Federal Aid Funds Requested..................................	$ 3,430
State Funds..	2,180
	$ 5,610

RECEIVED
OCT 7 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
SEP 29 1937
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE
REFER TO FILE NO. 36-C

September 28, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Dear Sir:

Reference is made to Mr. Probert's letter of August 26th submitting papers in connection with Oregon F.A.P. 36-C, The Dalles roadside improvement project, Columbia River Highway. This project was approved for advertising as per our letter of August 30th. In the review of this project by our Washington Office, they advise that under the circumstances, this project will be approved, but the following comments are made for future consideration.

After studying over the recent projects as submitted by your Department, we believe that an effort should be made to reduce improvements of this type. It is believed that the fundamental purpose of roadside development is the improvement of existing or proposed new highways by fitting all the details of construction into a highway designed as a unit between the right of way lines. By the application of landscape principles to its design, the highway as a whole will tend to be merged into the landscape which exists along its borders. The final result of roadside development demonstrations will thus be an improved highway from the standpoints of safety and convenience and of decreased maintenance cost, as well as more attractive in general appearance.

While certain roadside park projects are desirable, the intensive nature of city park development makes such projects difficult to justify because these effect a minimum of highway mileage, and do not usually serve as demonstrations of typical roadside improvement methods to be incorporated in the design of future improved highways. We recognize the value of the "oasis" type of roadside park, as this unquestionably serves a definite traffic need as a rest area. The present city park work (F.A. 36-C) on the basis of the information furnished, appears to have little, if any, of this "traffic value" and may be concerned mainly with providing a setting for the proposed monument and stone stairway to be set up by the City of The Dalles.

In considering these borderline projects in the future, it is requested that you furnish supporting evidence in the form of a landscape analysis of proposed work to justify the selection of the project from a standpoint of its value to through and local motor traffic. Such a survey would, it is believed, tend to reduce the number of "borderline cases" in future roadside development programs.

Very truly yours,

W. H. LYNCH
District Engineer

By F E Andrews
F. E. Andrews
Sr. Highway Engineer

FORM S-B-1 500 7-37
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
SEP 3 - 1937
OREGON
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

RECEIVED
SEP 3 1937
FOR FILING

36-C

September 2nd
1937

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. S. H. Probert ✓

Dear Sir:

Please forward to this office one set of plans and proposals for the Dalles Roadside Improvement Project on the Columbia River Highway, Wasco County, Federal Aid Project #36-C.

✓ Mailed 9/3/37 Ⓐ

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By: RMSmith
R. M. Smith

RMS:f

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
SEP 1 - 1937
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE
REFER TO FILE No. 36-c

August 30, 1937

Mr. R. H. Baldock,
State Hwy. Engr.,
Salem, Oregon.

Dear Sir:

P. S. & E. documents for Oregon Federal Aid Project 36-C, The Dalles Section of the Columbia River Highway, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

Prompt submission of the agreement estimate and the bid tabulation will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Hwy. Engr.

RECEIVED
AUG 27 1937

36-C

August 26, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are submitting herewith six copies of cost estimate to accompany plans and specifications for the grading work in connection with The Dalles Roadside Improvement Project (Project FA 36-C).

Under separate cover, we are sending five copies of the plans and five copies of the proposal form and specifications for that project.

The complete project includes, in addition to the grading work for which bids are now to be received, certain work to be performed by the City of The Dalles, and some surfacing work, curb construction and planting to be done later by the State as a part of Project FA 36-C. The nature of this additional work is indicated on the plans being submitted at this time, but the estimate and specifications now being submitted do not cover it.

The work to be done by the City of The Dalles is in the nature of a monument to the early explorers, Lewis and Clark. It is to consist of a masonry shaft 60 feet in height with a base approximately 12 feet by 12 feet in size. The work to be done by the City includes, also, the construction of the masonry walls, steps and concrete walks which are shown on the plan.

The work to be done by the City is to be handled as a W. P. A. Project. Federal approval of the work has already been obtained, and we are informed that the work of quarrying and cutting the rock for the masonry structures will be commenced within the next four weeks.

Plans and specifications for the curb construction, surfacing and planting which is to be done as a part of Project FA 36-C after the City has completed its part of the work, will be submitted shortly so that that part of the work can be included in the project agreement estimate. Our plan is to perform that part of the work on a state force basis.

As a protection to your Bureau in the event the City of The Dalles should fail in the performance of its part of the work, we agree to make no claim for reimbursement for expense incurred on the federal aid part of the work until the City's portion of the work is completed.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

Encl.

Oregon State Highway Department — Federal Aid Project No. 36-C

THE DALLES ROADSIDE IMPROVEMENT PROJECT

ON THE COLUMBIA RIVER HIGHWAY IN WASCO COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, August 26, 1937

COMPLETED FEDERAL AID WORK

Total Cost, Roadwork..$ 45,731.00
NRM (1935) Funds Paid, Roadwork..$ 44,413.00
Length.. 0.692 mile

NEW WORK

Roadside Improvement (Sta. 920+00 to Sta. 931+00)

All Required	Clearing and Cleaning-up		$ 100.00
5,000 cu. yds.	Excavation, Single Classif.	$ 1.00	5,000.00
		Subtotal	$ 5,100
		10% Engr. & Cont.	510
		Total	$ 5,610

Length	0.208 mile
Cost per mile	$ 26,971

Federal Aid Funds Requested..$ 3,430
State Funds.. 2,180

$ 5,610

CONTRACT# [redacted] 2021

11-1205 Heppner Junction Rock Production

2021

RECEIVED
OCT 5 1938
FOR FILING

11-1205

#2021

October 5, 1938

STANDARD OIL COMPANY OF CALIFORNIA
Walla Walla, Washington

Attention A. E. Walgren
District Credit Mgr.

Gentlemen:

In response to your inquiry of October 3, you are advised that the R. G. Bell and Warren Bros., Inc., Contract, No. 2021, Heppner Junction Rock Production Project, was completed on June 4, 1938. This contract was accepted on June 18.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

RECEIVED
CT 4 - 1938
STATE
ISSION

STANDARD OIL COMPANY OF CALIFORNIA

SALES DEPARTMENT
R. T. VIVIAN
DISTRICT SALES MANAGER
O. L. HARDING
ASSISTANT DISTRICT SALES MANAGER

OFFICE
FIRST NATIONAL BANK BLDG.
11 SOUTH SECOND STREET
P O DRAWER 36

WALLA WALLA, WASH.

October 3, 1938

R. O. Dail & Warren Bros.,Inc.,
Portland, Oregon
Oregon State Highway Job #2021

Oregon State Highway Commission,
Salem, Oregon

Gentlemen:

It is our understanding that the above contractors have completed the above project.

If your records indicate that this job has been accepted we would appreciate your advising us the date of final acceptance.

Yours very truly,

STANDARD OIL COMPANY OF CALIFORNIA
R.T.Vivian, District Sales Manager

By T. E. Welcom EBG
District Credit Man

EBG:DH

RECEIVED
JUL 14 1938
FOR FILING

11-1205

#2021

July 13, 1938

United States Fidelity & Guaranty Company,
H. K. Sprott, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2021 for the construction of the Heppner Junction Rock Production Project on the Columbia River and Oregon-Washington Highways in Gilliam and Morrow Counties, has been completed by the contractors, R. G. Dail & Warren Bros. Inc., and that final settlement will be made by the State with said contractors for work done under said contract on or after July 23, 1938.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $8,815.85, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED
JUN 29 1938
FOR FILING

11-1205

#2021

June 28, 1938

United States Fidelity & Guaranty Company,
M. K. Sprott, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to R. O. Dail & Warren Bros., Inc., on Contract No. 2021 for the construction of the Heppner Junction-Rock Production Project on the Columbia River and Oregon-Washington Highways in Gilliam and Morrow Counties. This payment will be made on or after July 8, 1938.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

Form 339—3M—10-37

RECEIVED
JUN 13 1938
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 11, 1938

Section Heppner Junction

Kind of work Rock Production

Highway Columbia River & Ore.- Wash.

Section prefix 11-1205

Contractor R.O.Dail & Warren Bros.

Contract number 2021

Date of contract Nov. 30, 1938

Date of completion May 31, 1938

Date work started April 13, 1938

Estimated date of completion June 4, 1938

Amount of contract $ 8660.00

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 9344.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 450.00, %

Date project was completed , 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The contractor has moved practically all of his equipment away.

The stock piles have all been measured and the preparation of the final estimate is under way and should be completed in a week or ten days.

Final Report

RECEIVED
JUN 13 1938

Signed C. C. Slavens

Address Fossil, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			20.0		
Miles partially completed			00		
Miles completed			20.0		
Total estimated quantities			6000.00		
Estimated quantities moved or placed to date			6000.00		
Average daily quantities					
Average daily quantities necessary to complete project on time			Completed		
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
JUN 15 1938
~~FOR FILING~~

11-1205

#2021

R. O. DAIL & WARREN BROS., Inc.
GENERAL CONTRACTORS
~~ABERDEEN, WASH.~~
8919 SE Foster Rd.
Portland, Oregon

RECEIVED
JUN 13 1938
OREGON
STATE HIGHWAY COMMISSION

June 9,1938

Oregon State Hiway Comm.
Salem,Oregon.

Attention: Mr.McFarlane

Dear Sir:

In answer to your letter of June 7 in regard to a new application for time extension on our Heppner Junction Rock Production project.

We finished the job on June 3 and are nearly moved at thisdate.

R.O.Dail & Warren Bros.,Inc.
By R O Dail
Pres.

IT 2111

June 7, 1938

R. O. Dail & Warren Bros., Inc.
Arlington, Oregon.

Attention: Mr. R. O. Dail, Pres.

Gentlemen:

Reference is made to your letter of May 26th requesting an extension of time of ten days on your contract No. 2021, Heppner Junction Rock Production Project in Gilliam and Morrow Counties.

You are advised that according to our estimates the work on the above contract will not be completed by June 10th. Will you kindly submit a new application for an extension of time to June 15th or for a period of time which will cover all of the work to be performed on the contract. It will also be necessary to have another letter from your surety company consenting to the new application for extension of time.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#2121

June 1, 1928

Mr. W. C. Williams,
Division Engineer,
La Grande, Oregon.

Dear Sir:

Please find enclosed copy of a letter from R. O. Dail & Warren Bros., Inc. requesting an extension of time on their contract No. 2021, Heppner Junction Rock Production Project in Gilliam and Morrow Counties.

Please advise of your recommendations.

Very truly yours,

Secretary.

Dict. by J. McFarland.

FORM 9-A-1 10M 11-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

April 19th, 1938

11-1205

R. O. Dail & Warren Bros.
3937 N. E. 73rd St.
Portland, Oregon

NOTED
State Highway Engineer

Dear Sirs:

Weekly reports indicate that you have made very little progress on the Heppner Junction Rock Production project.

This job was let on November 30th, and your contract provides that you should start work within 15 days after the award was made. The contract expiration date is May 31st, 1938, and the material is needed for oiling during the month of May.

Please advise the reason for the delay in starting this job and your plans for completing it within the requisite time.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

RECEIVED
DEC 17 1937
FOR FILING
11-1205

December 16, 1937

E. C. HALL & WARREN BROS., INC.
7925 N. E. Halsey Street
Portland, Oregon

Gentlemen:

We are forwarding to you today by express a fully executed copy of Contract No 2021 which was awarded to you by the State Highway Commission on November 30, 1937, for the construction of the Heppner Junction Rock Production Project on Columbia River and Oregon-Washington Highways in Gilliam and Morrow Counties.

This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

RECEIVED
DEC 3 1937
FOR FILING

11-1205

December 3, 1937.

R. O. DAIL & WARREN BROS., Inc.
7923 N. E. Halsey Street
Portland, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2021 which was awarded to you on November 30, 1937 by the State Highway Commission covering the Heppner Junction Rock Production Project on Columbia River and Oregon-Washington Highways, in Gilliam and Morrow Counties.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this is done, a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the provision under Section 5 of the General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance therewith.

Your attention is also called to the mimeographed page immediately following Page No. 12 of the mimeographed Special Provisions, relating to the payment by the contractor of amounts due hospital associations, et cetera.

You are also requested to notify the National Reemployment Service at once of the approximate date work will begin and the number and classification of laborers needed for such work.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL.

RECEIVED
DEC 2 1937
FOR FILING
11-1205

December 1, 1937

R. O. Dail & Warren Bros., Inc.
7923 N. E. Halsey Street
Portland, Oregon

Gentlemen:

The State Highway Commission on November 30, 1937, awarded you the contract for the Heppner Junction Rock Production Project on the Columbia River and Oregon-Washington Highways in Gilliam and Morrow Counties. This award was based on your low bid of $6,600 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

HBG:AM

cc - Mr. Probert

STATE OF OREGON

MICROFILMED PUBLIC RECORD

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Oregon Dept. of Transportation

Title of Record Series: Construction Contracts

Arrangement of Records: By Contract Number

Index:

INDEXING: Begins with: Contract # 1984, 1985 Ends with: Contract # 2021

FLASH CARDS: Begins every Contract

Remarks:

Reel No. 29 Reduction Ratio 21:1 Project No. ______

Camera: Name Bell & Howell Model File Master Film Recordak fine Grainfilm 7456

CAMERA OPERATOR'S CERTIFICATE

Certification: I hereby certify that I have on this 12 day of May, 19 80 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file - with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I hereby further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that samples of film processed by this service are periodically tested.

Signature Scott G. Rhoden